

Issued by the GOVERNMENT OF TASMANIA.

HANDBOOK



OF TASMANIA

IN FIVE
SECTIONS


AUSTRALIA'S PLAYGROUND & HEALTH RESORT.

SECTION
II



SYNOPSIS OF HANDBOOK.

- Section I.—Information for Immigrants and Statistics.
- Section II.—Australia's Playground and Health Resort.
- Section III.—Crown Lands Laws and Timber Industry.
- Section IV.—An Angler's Guide: Sport with Rod and Line.
- Section V.—Orcharding, Dairy, Poultry, and General Farming.



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MOUNT WELLINGTON FROM THE HUON ROAD.

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HANDBOOK

OF

TASMANIA

SECTION II.

AUSTRALIA'S PLAYGROUND AND HEALTH RESORT



ISSUED BY THE GOVERNMENT OF TASMANIA

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P R E F A C E.

THE aim of the compilers of this Guide-book has been to supply those who are wondering where they shall spend the holiday, and those who have decided to visit Tasmania, with definite information as to climate, scenery, travelling facilities, hotel accommodation, and the various sports in the handiest and briefest form possible. The things which might have been said, and which somebody would like to know, are so many, that some of those who turn to the index must be disappointed: but a careful revision of previous editions, and consultation with the Tourist Associations and others who are in touch with visitors year after year, afford reasonable ground for believing that the disappointed will form a numerically insignificant minority.

As regards scenery, no elaborate descriptions have been attempted. Tasmania is a country of mountain, river, and lake; a country the rugged grandeur of a great part of which is a distinct drawback from the standpoint of the agriculturist. So its beauty-spots are very many, and any attempt to deal with them in detail would make this little work intolerably bulky. As to more prosaic details, there have been one or two departures from the method pursued in previous guides. The hours at which trains, steamers, and coaches run have been generally omitted. These matters are subject to change at any moment. Holiday-makers have sometimes forgotten this in dealing with other books of this sort—have taken the figures given for granted, and have been put to very serious inconvenience. It is obviously better that those concerned should be obliged to go to the official time-table.

Some doubt was felt as to whether the same principle should be applied to hotel charges in different localities. They, too, can be changed at any time, but the change

does not so seriously embarrass the tourist; besides, there is no official table of tariffs to be bought for a penny at any station, and which is corrected to the 1st of the month. Information concerning hotels, boarding-houses, &c., can, however, be had at the Tourist Rooms—those for Hobart are in Macquarie-street, opposite the General Post Office; the Launceston rooms are in St. John-street.

Most Australians are specially interested in some particular pastime, and a special feature of the Guide is a section devoted to cricket, rowing, tennis, golf, and other amusements. In that section information is given as to the position of the different grounds, the facilities they offer to visitors, the names and addresses of secretaries, and so on. Some pages are also devoted to information of special interest to the cyclist, and the statements as to roads have been submitted to gentlemen thoroughly familiar with their particular districts, and whose knowledge is that of wheelmen.

Those who are in the big cities of the mainland States can, of course, obtain the latest details concerning running of boats, trains, and so on at any one of Cook & Sons' agencies. All can obtain it by writing to the secretary of the Tasmanian Tourist Association, Hobart, or of the Northern Tasmanian Tourist Association, Launceston.

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Sunrise on the River Tamar.

TASMANIA AS A HOLIDAY RESORT.



SIR Charles Dilke in his "Greater Britain" refers to Tasmania as the natural health resort and playground of sun-baked inhabitants of the Australian mainland. So accurate is the statement that the people of the island State are sometimes disposed to resent it, and to exclaim, "We have other assets than our scenery, beautiful though it may be, and our climate, exhilarating as it is. We have world-famous mines, forests renowned for their timber, orchards, hop gardens, and wheat fields. Why should our country be regarded as a glorified park—a paradise for tourists?" But the protest is idle. Nature has lavished on Tasmania a varied loveliness and a genial climate, which have charmed men from the beginning of her history, and will charm them to the end.

Of the scenery of the State we shall have more to say from time to time. Here it may suffice to remark that the island, with its 26,000 square miles, is rich in scenes which appeal to the lover of the picturesque, no matter what his taste. If he delights in the romantic, the West Coast

offers him a rugged and solitary grandeur not easily surpassed. If he prefers a softer beauty, he can enjoy it in the lake-like scenery of the winding Tamar or of D'Entrecasteaux Channel. If he is pensive, there are placid streams, like the Huon, in the waters of which the beauties of their shores are mirrored, presenting pictures fairer still. If he is in merrier mood, there are streams dancing down the hillsides, leaping over the rocks, making their way right gaily to the ocean. And, as has been remarked, it is difficult, if not impossible, to travel 10 miles in any part of the island without stumbling on a scene which the artist would gladly make the subject of a picture. It is no matter of purple patches far removed from each other by stretches of monotonous scrub, treeless plain, or arid desert. Tasmania is a land of mountain and valley, of fast-flowing streams, placid lakes, and broad estuaries.

In the summer months even the fairest landscape loses its charm if the wind is hot and the mercury rises to the hundred in the shade. Of hot winds Tasmania knows nothing. Of hot days it has as many in an ordinary summer as you can count upon your fingers. Of hot nights it has none; the sea-breeze is as regular as are the rising and the setting of the sun. There is variety of climates, and the tourist in search of health rather than of pleasure, the tourist to whom the least excess of breeze or of heat or of cold is injurious, will be interested in the following extract from an article by Dr. Elkington, late Chief Health Officer for Tasmania:—"In point of climatic diversity, however, Tasmania is unrivalled, no less than six well-marked divisions being available to the visitor. In the north and north-west the summer north winds of the mainland are to be felt at times, but so tempered and cooled by their passage across the straits as to lose all the evil associations with which they are connected in Adelaide and Melbourne. The summer is bright and restful, the winter dry and bracing. On the East Coast the summer is moderately warm, but refreshing; the winter singularly balmy and

mild, owing probably to a warm current setting down the coast from Eastern Australia. The East Coast climate as a whole is remarkably even. In the Midlands an almost Riverina climate prevails, hot and dry in the summer, but with cool nights: sharp and bracing in winter and spring. The great mountain plateau of the interior and the ranges to the south afford during the late spring, summer, and early autumn all those advantages associated with elevation and clear atmosphere which are popularly comprised under the name of an Alpine climate. To the south the climate at or near sea-level changes again, till at Hobart we find an annual average temperature of about 55° F., with a long, bright summer, and cool, bracing spring and autumn. On the West Coast the moisture-laden clouds from the Southern Ocean pour a tremendous annual rainfall on the seaward slopes of the ranges. Cool nights and complete freedom from the dangerous sudden changes of the continental mainland are universal in Tasmania." "Well," you may say, "assuming scenery and climate to be all that is claimed for them, and that a holiday in Tasmania is desirable,

"WHAT WILL IT COST?"

The answer to that question will depend very largely on the purse and the mood of the visitor. But those mainland folk who wish to do so can see Tasmania very comfortably at a very modest expenditure. Victorians who dislike the sea need spend but 11 hours on rough—or rather on open—water, that being the time in which the "Loongana" passes from Heads to Heads; and the return fare by that admirably appointed boat is £2 12s. 6d. New South Wales and Queensland folk who enjoy a day or two on board, travel from Sydney to either Launceston or Hobart for £4 8s. return. From Launceston to Hobart and back the ordinary fares by rail are £1 19s. first, and £1 6s. second-class. At Christmas and Easter, and other holiday times, there is a considerable reduction in these

and all other fares on the Government lines. Without multiplying figures, which are best studied in a timetable, it may be stated briefly that railway travelling is cheap, that the accommodation is good, and that the officials are attentive.

In the two cities (Hobart and Launceston) cab fares are reasonable, and there are tramcars running to the different suburbs at twopenny and threepenny fares, according to distance. To the more popular of the beauty spots off the railway-lines there are coaches and brakes, which are well appointed, and which make no exorbitant demands on the resources of the passengers. Just by way of example, Geeveston, a township on the far-famed Huon-road, is 37 miles from Hobart; the motor fare return is 13s. The tourist who prefers to travel to Geeveston by water does so at a cost of 8s. return; and this specimen fare is merely one taken haphazard. Generally speaking, the steamers, of which a number sail for places of interest near Launceston or near Hobart every day, offer the pleasure-seeker a day's outing in still water for a quite trifling outlay. Where neither coach nor steamer is available, a horse and buggy can usually be hired for from 10s. to 15s. a day.

From Cook's Agency—the Tourist Bureaux in either Hobart or Launceston—a list of hotels and boarding-houses may be obtained on application. The highest tariff in either of the cities is 12s. 6d., the lowest 4s., per day. In the majority of the country hotels the charge is 8s.; a few charge as little as 6s. In the boarding-houses, some of which are delightfully situated and thoroughly comfortable, the tariff ranges from a guinea to 3 guineas a week. In both cities there are tea-rooms, luncheon-rooms, and strawberry gardens in abundance. And to put the matter in a nutshell, it is easy to fare as luxuriously or as simply and inexpensively as any rational holiday-maker need wish. We will assume that the visitor lands in the South and studies



The Port of Hobart from "Lenna."

HOBART AND SURROUNDINGS.

HOBART is the capital, and nestles at the foot of Mt. Wellington, on the shores of the Derwent. The Derwent was named by an enthusiastic Cumberlandshire man (Capt. John Hayes, of the exploring ship "Duke of Clarence," in 1794), whom the noble stream reminded of the Lake Country. From mid-stream, Hobart, rising slowly from the water's edge to the wooded hills, forms a pretty picture, and to that picture the massive slopes of Wellington give grandeur. Wherever one turns there are charming bays and inlets, wooded slopes, and far beyond the city, houses standing out on patches of soil rescued from the forest, patches sometimes golden with ripening grain, sometimes verdant with wealth of growing crop, sometimes a patch of rich brown where the land lies fallow.

As cities go in Australia, Hobart boasts a respectable antiquity, being the second oldest, and following Sydney.

It celebrated its centenary in 1903, and it has some buildings which date from the very early days; but they appeal to the antiquarian rather than to the lover of the beautiful. For the most part, however, Hobart public buildings are of quite recent construction, and some of them deserve more than a passing glance. The main business streets, running from east to west, are Macquarie and Liverpool. At the end of the latter, and just on the border of the Domain, is the railway-station, three



Macquarie Street, showing Town Hall.

or four minutes' walk from which takes the stranger to the heart of the city, at the junction of Liverpool and Elizabeth streets. In these two thoroughfares are the leading retail establishments, and, it may be remarked in passing, the shops cater for all requirements. The lady who has forgotten some article of dress, the angler, photographer, or golfer who has come away in a hurry, can make good any defect in the kit; and the invalid who is dependent on the good services of skilful dispensers can obtain them. The Hospital is in Liverpool-street, but most of the public



HOBART FROM LANSDOWNE CRESCENT.

buildings likely to interest the visitor he will find in, or just off, Macquarie-street. To two or three of these it is necessary to refer.

THE PUBLIC LIBRARY will be found at the rear of the Town Hall, in which hall most of the concerts and entertainments of the season (apart from dramatic performances in the theatres) are given. The present building, in which the library of 17,000 volumes is housed, is the gift of Mr. Carnegie, and is admirably adapted for its



The Public Library.

purpose. It contains a fine newspaper-room, in which the daily papers of all the States will be found, a reference-library and magazine-room, lecture-hall, &c. The lover of light literature will be pleased to hear that, apart from the circulating branch of the Public Library, there are several private libraries from which visitors can take the latest works of fiction, either as subscribers for a brief period, or on the deposit system, without committing themselves for any period. Almost opposite the Public Library is

THE MUSEUM AND ART GALLERY.—The Tasmanian room will attract all who have scientific leanings, as it contains a good collection of native animals, birds, fishes, &c., of the island. The geological and other specimens are well arranged and accurately labelled. The picture gallery is small; but though in a State with but 193,479 inhabitants very costly purchases are out of the question, there are some fine studies of Tasmanian scenery which will amply repay notice, as will the fine collection



The Museum.

of Tasmanian photographs on the ground floor. A few minutes devoted to the photographs will enable the stranger to form a very fair estimate of the sights to be seen on the various trips, and so may enable him to shape his course in the direction most likely to gratify his particular tastes.

FRANKLIN SQUARE is a very pleasant retreat, close to the Town Hall, and from the gates of which the man who wants a tram for any one of the suburbs can keep his eye on the cars. The Square stands on what was the

site of Government House and Gardens till the present Vice-Regal residence was completed in 1858. On fine summer evenings open-air concerts, under the auspices of the Tasmanian Tourist Association, bring large numbers of visitors and townsfolk to the Square. Adjoining are public buildings, including the Supreme Court, the Treasury, &c. A few yards from the Square, at the corner of



Franklin Square.

Elizabeth and Macquarie streets, and immediately opposite the Town Hall, is the General Post Office, a modern structure, spacious enough to allow of the transaction of business under ideal conditions. And crossing Elizabeth-street, the visitor finds himself at the door of the

TOURIST BUREAU.—Here he may obtain information as to trips by land or by water, the selection of an hotel, or of bait for the fish in a particular stream, the renting of a furnished house, or the use of a dark room for the

development of his negatives. Here, too, he may consult files of the interstate papers, and get details of motor-car and other trips, occasionally arranged to places of interest lying right off the beaten tracks. The Bureau exists to place knowledge of things Tasmanian, great or small, at the service of the visitor. And there is a consensus of opinion that it does its work well. Adjoining the Bureau is the Commercial Bank of Tasmania. The Union Bank, Bank of New South Wales, Bank of Australasia, and the Commonwealth Bank are in Elizabeth-street, and the Commercial Bank of Australia in Macquarie-street. If the walk up the street past the bank is continued for a few yards the

ANGLICAN CATHEDRAL (St. David's) is reached. Mention of it suggests the remark that the churchgoer who cannot find a place of worship to his liking in Hobart is more than a trifle difficult to please. Further up Macquarie-street is St. Joseph's Roman Catholic Church; and amongst other bodies represented are Presbyterians, Methodists, Congregationalists, Baptists, Unitarians, Friends, Adventists, the Salvation Army, Jews, and Theosophists, in addition to Bible Christians and others who simply call themselves Christians. Standing by the Cathedral, at the intersection of Macquarie and Murray streets, the pedestrian gets a glimpse of the Masonic Hall, owned by the Freemasons of Hobart, a numerous body. He sees, too, the Tasmanian Club, the oldest of the several institutions of the sort, which are always ready to open their portals to the elutable stranger. The National Mutual Society's handsome building offers a splendid view of the city from the Roof Garden.

THE CASCADES tram runs the whole length of Macquarie-street, starting from the railway-station; and those who avail themselves of it are dropped at the entrance to the Cascade Tea-gardens, pleasantly situated on the banks of a rivulet, over which a rustic bridge has been thrown. Those who choose to linger in the Gardens can trifle with

strawberries and cream under the shadow of the fern trees. For the more adventurous there are delightful rambles through the bush to the Huts, a favourite picnic ground about 2 miles from the Gardens. At the other end of the Macquarie-street tram-line is

THE QUEEN'S DOMAIN, a public reserve of about 500 acres, which comes right down to the Railway-station. Near the entrance to the Domain is the University of Tasmania and the Training College. There is a fine drive right round the reserve, and from various points a succes-



The Queen's Domain.

sion of varied views is enjoyed. Those who choose to stroll about the Domain, following the course of the Derwent, will notice the Baths, the sheds of the Derwent Rowing Club, the Naval Drill-hall, and the Slips. On a fine day the scene from any point between the city and the Botanical Gardens is very animated—the ferry steamers running to Bellerive and Lindisfarne at brief intervals, the little boats with their parties of anglers, the yachts, and the passing of an occasional train, giving human interest to the lake-like river stretches, beyond which range after range of hills rises towards the skyline.

In the Domain, its grounds running right down to the railway-line, which skirts the river, is Government House. The residence, which cost £70,000, is a striking building, in an ideal situation; its grounds, rich in English trees and hawthorn hedges, run right on to the Botanical Gardens. These lastmentioned are open to the public right through the week, save that they are closed on Sunday mornings, and amply repay more than one visit. They cover 30 acres, are admirably laid out, and enjoy a popularity due in part to the fact that the little ones



Botanical Gardens.

can paddle in the waters of the Derwent whilst their seniors sit in the shade and revel in the landscape or a novel.

Taking the Sandy Bay tram, which leaves the Macquarie-street line at the Cathedral corner, the visitor who enjoys a little climbing has an opportunity of seeing the Derwent from the summit of

MOUNT NELSON.

Mount Nelson is 1191 feet high, the ascent is easy, and the prospect, though not as extensive as that commanded from the top of Mt. Wellington, is in some respects even

more pleasing. On the one side there is a remarkably pretty view of the city and the stretches of the river beyond it, and on the other of the estuary and D'Entrecasteaux Channel. A well-graded road has recently been constructed right up to the Signal-station on Mt. Nelson, and brakes leave the Tourist Bureau almost daily during the season.



Mount Nelson.

For those who explore Sandy Bay and who do not care to make the ascent of Mt. Nelson, there are the attractions of the inevitable tea and strawberry gardens, and of the Long Beach, a fine sandy stretch of which children are particularly fond.

The third tram-line runs out to

NEW TOWN.

New Town is a favourite residential suburb, with sports ground, bowling-green, tea-gardens, &c., and from the

tram terminus those who choose may make their way to the Derwent, by the banks of which there is a favourite drive. The little trips to which reference has been made are such as may be taken on payment of a threepenny tram fare, and without leaving the city and its suburbs. Of the more ambitious day-trip excursions, the most matter of course is to

MOUNT WELLINGTON.

Everybody does not feel it incumbent on him or her to reach the Pinnacle, 4166 feet above sea-level, but everybody does make a point of visiting the Springs, at a height of 2881 feet. A few enthusiasts disdain cab or brake, walk to the Springs, and on from there to the mountain top. The ordinary tourist drives to the Springs, and then follows the bent of his humour. On the way to the Springs vehicles make a short stay at Fern Tree Bower, and give their occupants an opportunity of visiting the fine avenue of ferns and native trees, situated on the waterworks fluming. Pushing on, rustic sheds, tables, and shelter-sheds are passed, and about a quarter of a mile from the Bower the Silver Falls are reached. Here the fern-tree gully shows dark and gloomy, and the black rocks form a striking background for the dazzling white water which flows over them. The drive to the Bower is one of the prettiest and most popular in Tasmania. Special brakes and motor-vehicles run to this favourite picnic place, which is visited not only by those who are bound for the Springs, and who enjoy only a hasty glimpse, but by thousands who wish to spend a few hours in the delightfully cool retreat. The comfort of holiday folk has been admirably catered for, seats, tables, and fireplaces in a leafy paradise making an outdoor meal a pleasure even when the grass is too wet to be a safe or pleasant couch. There is a comfortable hotel, and there are a number of pleasantly situated boarding-houses, in which those who wish to explore the picturesque surroundings can obtain quarters. The road



TRACK TO FERN TREE BOWER IN WINTER.

from Hobart to the Bower is steep and winding, and at the different turns there are delightful glimpses of the Derwent and of the country beyond Bellerive and Lindisfarne. For the pedestrian there is a footpath skirting the waterworks reserve, following which he makes his way pleasantly through what, on a typical Tasmanian day, is a veritable fairy-land.



The Springs Hotel.

On reaching the Springs many of those who do not care to face a climb of 1300 feet make for the Organ Pipes, the striking rocks which fall precipitously from the Pinnacle. For those in health a walk to the summit of the mountain has no terrors: the distance is under 2 miles, the track is good, and at the last, where there was a sharp pinch, steps have been cut in the rock. Any attempt to describe the view would be idle. It includes the valley of the Derwent

from New Norfolk to Hobart, and the whole estuary with its promontories, bays, and islands. It is bewildering in its extent, and exhaustless in its variety.

Of late years Mt. Wellington has had many visitors, but in the immediate future their number will be very largely increased. A large area of land on the slope of the mountain has been set aside as a National Park, vested in the Hobart City Council, which has to expend a certain sum annually in developing it. A company has erected



Fern Tree Hut, Mount Wellington

a summer resort—a hotel minus a licence—near the Springs, and it bids fair to be too small to accommodate those who want a holiday resort on the mountain but in close proximity to the city. Of course, these things make an end of the mountain's solitudes, and so, in the esteem of some, tend to rob it of its grandeur. But they enable thousands to enjoy its bracing atmosphere, and the glorious views, of which it affords so many to those who explore it. And then Tasmania is very rich in mountains of all degrees of inaccessibility, from those ever so little removed from

the beaten track to those which only the vigorous and the adventurous ever approach.

Before leaving Hobart for more extensive trips, the visitor should make a point of visiting

BELLERIVE AND LINDISFARNE.

Bellerive is an attractive riverside suburb, reached by steamers leaving Hobart every half-hour. The few



Bellerive.

minutes spent on board give passengers a sniff of the briny without exertion of any kind. Bellerive has an esplanade, from the end of which there is a view worthy of special note, and it has also a fine sandy beach, extending to the picturesque caves, visited by a quite surprising number of picnic parties. The beach is a favourite bathing-place, and those who choose may disport themselves in the open early in the morning. Lindisfarne (formerly known as

Beltana) is rapidly growing in favour. It is more sheltered than Bellerive, though it lacks the sandy beach which makes a visit to that suburb a delight to the little ones. From Natone Hill there is a fine outlook. Good fishing is found in the bay, and those who are disposed to take a little exercise will find the walk from Lindisfarne to Bellerive a pleasant one. Lindisfarne has a golf club, but of the various links, cricket grounds, tennis courts, and so on in town and country, a description will be found under a special heading.

BROWN'S RIVER (KINGSTON).

Brown's River, about 10 miles from Hobart, is a very attractive and growingly popular resort. It can be easily reached by road or by river, as coaches and steamers run every day. The steamers sail so close to the shore that passengers can note everything of interest on the land, which slopes abruptly from high-water mark to the summit of the hills which form the background to a splendid panorama. After skirting Sandy Bay the tourist notes a gradual change in the aspect of the coast, the sandhills giving way to sandstone cliffs of much more imposing appearance. About half-way between the city and Brown's River, the Shot Tower, 176 feet high, attracts attention, and there follow a succession of beaches with golden sands, of pastures, and of gardens running almost to the water's edge, and of forbidding cliffs. Brown's River is famous for its horseshoe beach of fine, firm sand, on which it is the easiest thing in the world to dream away a summer day. For the angler there is bream and salt-water fishing, and the bush is rich in attractions. The favourite stroll is to the Blow-hole, about a mile from the jetty. The sea has worn a tunnel through the sandstone cliff, and another through a mighty opening in the roof of the tunnel, so from a paddock high above sea-level the sightseer watches the water flowing backwards and forwards. In stormy weather it sometimes happens that the spray from the Blow-hole is dashed into his face. Another point of inter-



The Beach, Brown's River.

est is the building in which Mr. Williamson houses a fine collection of shells and curies, which he is always ready to exhibit to visitors. It may interest some readers to know that Brown's River is famed for its potatoes, and at one time gave its name to nearly all Tasmanian tubers sent to the other States. There is excellent accommodation—hotels, boarding-houses, and furnished cottages, which may be rented by family folk disposed to make a stay of some length. Those who choose to return to Hobart by coach—which they can do either morning or after noon—will find the road good and the scenery picturesque.

GLENLUSK, BISMARCK, AND MOLESWORTH.

One of the finest mountain drives in Tasmania is from Berriedale, 7 miles along the Main Road to Launceston, to Glenlusk and Bismarck. Till recently there was but one road to the two places, and it ran through Glenlusk to Bismarck. Now, a mile or so from Berriedale, there is a new road, which runs direct to the more important settlement of Bismarck. This makes a trip to the two places

the more enjoyable, as the excursionist going by the one road and returning by the other looks down on the valley of the Derwent from different points. If the old road is followed there is a heavy pull for the horses till Glenlusk is reached, 4 miles from Berriedale. The road winds through heavily timbered country, skirting deep ravines, and from many points there are charming pictures of lake-like stretches, with an effective setting of mountains in the background. Here and there the fruitgrower has made a home for himself, and man is gradually conquering nature. From Glenlusk to Bismarck the road is comparatively easy, and there is cultivated land on either side of the road. A little beyond Bismarck, which is very largely a German settlement, is Fairy Glen, a romantic spot on the Sorell Creek, which, devastated by fire some years back, is gradually regaining its old beauty. At Glenlusk a second road branches off to Molesworth, and has its course for a considerable distance through a romantically picturesque pass, till leaving the barren and rocky ravines behind, it comes on to a country abounding in fruit trees and hop fields, and runs into New Norfolk. Those who are making the



The Sphinx Rock, Brown's River Road.

ordinary trip to Bismarck will see nothing of this, but will return from the quaint mountain settlement by a road which runs on a terrace formed on the steep slope of the hill, and commands magnificent views of the low-lying country on either side of the Derwent.

DERWENT PARK.

Derwent Park is one of the favourite drives. The stereotyped route followed by the brakes is through the Domain, past Government House and the Botanical Gardens, to Cornelian Bay. The brakes do not make any stay here, but the bay is a popular playground, children delighting in its sands, which, as the railway-line skirts it and there is a station, are easily accessible. On the hill which overlooks the sands are seats for the convenience of picnickers, and at no great distance is Hobart's main cemetery—a beautifully situated "God's Acre." The brakes pass the Risdon Racecourse and follow the river to Risdon Ferry, opposite Bedlam Walls. The ferry, which is worked by wheel and rope, is something of a curiosity in these go-ahead days. The City Abattoirs are situated in this vicinity. From the Ferry the brakes turn inland, and return by the Main Road, which they join near Glenorchy. Those who are driving specially-hired traps may think it worth while to go on to Glenorchy, and to visit the delightfully situated Agricultural Showground and Elwick Racecourse.

RISDON COVE.

Risdon Cove, the landing-place of Lieutenant Bowen, who came from New South Wales to establish a settlement in the then practically unknown Van Diemen's Land, may be seen from Risdon Ferry. Mention of that suggests that there are motor-boats, by means of which it is possible to spend some very pleasant hours on the Derwent. These boats can be chartered by parties, but apart from such a proceeding, which in the case of visitors involves expense or trouble, they will in connection with their ordinary

trips land little parties at any point on the shores of the river between Hobart and Bridgewater. Risdon Cove is historically interesting, and makes a very pleasant camping ground; the latter may be said of Old Beach, Claremont, and Austin's Ferry, round about any one of which



The Obelisk, Risdon Cove.

a very agreeable afternoon may be spent. Occasionally, too, one or other of the river steamers makes a moonlight trip in the reaches of the river under discussion. The tourist should make a point of enjoying at least one of these excursions. Berriedale, Claremont, and Austin's Ferry can all be reached by rail—Risdon Cove and Old

Beach are on the other and more secluded side of the river. Berriedale has an hotel, much frequented by anglers. The follower of old Izaak Walton who tries his luck at either of the other places usually takes his lunch with him.

KANGAROO VALLEY is easily accessible, and well repays a visit. If the visitor drops from the tram at Augusta-road, New Town, he finds himself almost immediately in a sylvan retreat of a very attractive sort. The orchardist has taken possession of the valley, and a very flourishing place he has made of it, for his trees, notably his apple trees, yield amazingly, and form charming pictures, which later on are translated into satisfactory lines in certain ledgers.



Falls on Humphrey's Rivulet, Glenorchy.



Huon River at Shipwrights' Point.

D'ENTRECASTEAUX CHANNEL AND THE HUON.

EVERY pleasure-seeker who spends a few days in Southern Tasmania visits the Huon—far-famed as The Apple Land—and most of those who visit it go by steamer, which takes them through the Channel, and return by coach, or *vice versa*. We will assume that the tourist elects to go by boat. After passing Brown's River, the steamer leaves the Lerwent, and, passing through the narrow passage between Pierson's Point and Denne's Point, enters the channel, over 30 miles in length, which is formed by Bruní Island on the one side and the mainland on the other. The channel takes its name from the explorer, Admiral Bruny D'Entrecasteaux, who so nearly annexed Tasmania for France, as the Huon River takes its name from his second in command, Captain Huon Kermadec. Bruní Island consists of two peninsulas connected by a narrow isthmus, and owing to the deep indentation of its coast the width

of the channel varies from 2 to 10 miles. This particular steamer trip is specially popular, because from Pierson's Point to Huonville it is in smooth water, and the loch-like scenery is rich in variety of charm. There are picturesque little townships with their smiling orchards and gay gardens nestling on the fringe of the forest at the foot of the mountain ranges; there are bays of sizes and of outlines so various that monotony is banished, each seeming more charming than the last. In some of these bays are anglers, who seem to have lighted on an earthly paradise.

Of the places at which the steamers call the best known are Kettering (Little Oyster Cove), Woodbridge, Long Bay, Gordon, Garden Island, and Lymington. Near Little Oyster Cove is Great Oyster Cove, the home of the last of the Tasmanian aborigines.

KETTERING is prettily situated, but as a holiday resort is not so popular as Woodbridge, the people of which have laid themselves out specially to accommodate visitors.



Woodbridge.



D'ENTRECASTEAUX CHANNEL.

WOODBIDGE is noteworthy for a certain restfulness. The beauty of the place is of the placid sort, which grows on one, and its homes surrounded by their richly loaded apple trees suggest comfort of the unpretentious sort. The place is only three hours from town, the accommodation provided is good—there is no licensed house—and the district affords choice of pleasant drives. As illustrating the curious formation of the country, it may be mentioned that Lovett, on to which some of the steamers which call at Woodbridge run, is only 8 miles distant by road, though 30 by water.

LONG BAY.

Long Bay is not a bay. Gordon is prettily situated under the shadow of Mt. Royal, to the summit of which a track has been cut by the Tourist Association, from whence a magnificent panoramic view of the Channel and the Huon River is obtainable. Garden Island and Lymington are picturesquely situated, but do not make a special bid for the patronage of the tourist, as Woodbridge and a number of the Huon towns do. Passing the estuary of the Huon, and remaining in the Channel, Dover (Port Esperance) is reached.

DOVER.

Dover has a singularly beautiful bay, land-locked by three islands, Faith, Hope, and Charity, which are reproduced in one of the best-known pictures by Piguenit. Dover is near Adamson's snow-clad peak, 4017 feet high, and of the 7 miles, 4 can be travelled by buggy. The peak forms part of the range, about 10 miles in length, of which Mt. Hartz forms the other extremity. Port Esperance River is well stocked with English salmon; bream and mullet are plentiful in the narrows; sea-fishing is good; oysters and scallops may be found in abundance; and the place is one in which the angler suffers only from a superabundance of attractions. Dover owes its prosperity mainly to the timber industry, a casual study of which the visitor will find exceedingly interesting. By



LAKE HARTZ AND MOUNT HARTZ.

water the distance from Hobart is 35 miles; the cyclist following the road travels 50. At the southern end of D'Entrecasteaux Channel, 45 miles from Hobart, is Southport. The bay has abundance of fish of many varieties, and the narrows are rich in bream. Here, as at Hastings, 10 miles off, there is a big timber industry. Five miles from Southport are the Ida Bay limestone caves. The services of a guide are obtainable, and three of the miles may be travelled by boat.



Port Esperance.

From Southport the Huon can be reached either by steamer or by mail-cart to Geeveston. To make this trip it is necessary to make arrangements beforehand at the Tourist Bureau.

GEEVESTON.

Geeveston has orchards which will well repay a visit, but it is best known as a centre of the timber industry, and as the starting-point for trips to the Hartz Mountains. The seven lakes, situated some 3000 feet above sea-level, and stocked with Loch Leven trout, attract numbers of



HUON RIVER AT HUONVILLE.

visitors. In making for the Hartz Mountains the road is followed for 3 miles; then a pack-track runs on to the accommodation-house at the foot of the pinnacles. From the accommodation-house a visit to the lakes is easy, and either Mt. Arve or Mt. Hartz can be climbed without undue exertion. The accommodation-house is under control of the Tourist Association, and arrangements for trips should be made at the Bureau. The Huon Timber Company's tramway into the forest gives a splendid opportunity to see magnificent bush scenery, and to watch the felling of giant trees; permission to travel by the tramway must be obtained from the company's manager at Geeveston. Another favourite trip is to the Kermadie Falls, about 5 miles from the township; the falls have a drop of 80 feet. Geeveston has no licensed house, but accommodation is high-class.



Huon Timber Co.'s Tramway, Geeveston.

SHIPWRIGHTS' POINT.

Shipwrights' Point, on the coach-road from Geeveston to Hobart, is the next point of interest. Here those who

are weary of the city and who sigh for a quiet retreat can spend a few days very pleasantly at the prettily-situated boarding-house within a stone's throw of the river. Shipwrights' Point is visited by two or three thousand Hobartians on the occasion of its annual regatta, which is held on New Year's Day. From Shipwrights Point the coach runs on to

FRANKLIN.

Franklin is the metropolis of Apple Land. Here and right on to Huonville the clearly-defined reflection of the landscape in the placid waters of the river has a wondrous charm. Between the Point and Franklin Island is Egg Island, a low-lying heavily-wooded flat, lying in the centre of the stream, and bisected by waterways—one natural, the other artificial. Round about Franklin there are orchards, great and small, on most of which is a comfortable house with prosperous family, where a generation or so ago there were dense undergrowth and a soil which looked too hungry to attract any but the boldest.

Franklin has two hotels, a private boarding-house, and a couple of doctors. This last point may seem of importance to some convalescents, who feel more comfortable when a medical man is within easy call.

HUONVILLE.

Huonville is 4 miles nearer Hobart by road, further, of course, by the river; and the drive is not one likely to be forgotten by one with an eye for the beautiful. The bridge at Huonville marks the end of that part of the Huon which is navigable by steamer, though those who make a stay at the pleasant town will find some very charming stretches beyond the bridge if they hire a boat and ply the oars. Huonville, like other Huon centres, may now be seen by those who have but a single day at their disposal. It is 23 miles from Hobart, and a motor-coach leaving the city every day during the season at 9 a.m. gives its passengers, or so many of them as

wish to return the same day, three hours in Huonville and two at Franklin, and gets them back to the city in time for the evening meal. From Huonville a mail-cart conveys passengers to Port Cygnet, at the estuary of a river which flows into the Huon. There is an hotel and boarding-house at Huonville.

PORT CYGNET.

Port Cygnet has a number of fine orchards, does a brisk timber trade, has a good harbour, and affords the visitor excellent accommodation. Here, as throughout the orchard district of which we have been talking, those who visit the growers receive a hospitable welcome, and if they time their arrival when raspberries and other small fruits are in season may feast to their hearts' content. There is good hotel accommodation at Port Cygnet, or Lovett, as the town is now called.

From Huonville the coach for Hobart runs on to Longley, where passengers may dine. Those who choose to break the journey can visit the Sandfly Falls, 11 miles from the hotel; of the 11 miles, 10 can be travelled by buggy. The Sandfly Rivulet falls nearly 350 feet from the tableland into a picturesque gorge of columnar basalt, into which those who care to face the rugged descent can make their way. From Longley on the road to Hobart is as rich in glimpses of exquisite river scenery, of mountain grandeur, of forest glades, as any through which the traveller has passed. Sometimes the coach passes ravines so precipitous that the heads of the great gums, growing only a few feet away, hardly rise to the level of its wheels. Sometimes it winds in and out, almost circling as it makes its way round a deep gorge. Sometimes the descent is abrupt. One thing there is not, and that one thing is monotony. Those who travel the road often are disposed to wrest a familiar phrase from its context, and to say, "Custom cannot stale its infinite variety." The last few miles of the drive—those between Fern Tree Bower and Hobart—are familiar to those who

have made the trip to the Springs, but they will not be the less interesting on that account.

That the Huon trip is popular is not surprising. In a couple of days the tourist can travel from Hobart to Geeveston by coach, spend some hours of the summer afternoon and evening in inspecting the orchards about the town, and return by steamer, seeing all the beauty spots of the Channel. The district can be "done" without the least exertion; yet the man who wants to give play to his muscles after long confinement in the city can work just as gently or as strenuously as he pleases, whipping the streams or climbing the mountains of the Hartz Range. The river steamers are well appointed; the coaches boast good teams, and the drivers are veterans who have been on the road for years, and are always delighted to place a mine of local lore at the disposal of those aboard. In all cases tourists are advised to effect their bookings at the Tourist Bureau, thus avoiding disappointment as regards accommodation and securing the best service at the most moderate figure.



Southport.



The Derwent at Austin's Ferry.

THE DERWENT VALLEY.



THE Derwent Valley possesses a peculiar kind of beauty, of which Australia affords no finer example. Up to the Causeway at Bridgewater the scenery about the Derwent is lake-like; beyond that it is true river scenery, and the thousand charms of the landscape are mirrored in the water with such definiteness of outline that in photographs the shadow seems as real as the object which casts it. The banks gradually change their aspect till, as New Norfolk is approached, they have an almost threatening aspect. At Dromedary, 3 miles from Bridgewater, apple land is entered, but the tourist who has visited the Huon will be even more interested in the hop gardens. If the trip is taken when the vines are in full flower, the Englishman may easily fancy that he is in Kent, and may be curious to compare or contrast the hop-pickers of the New World with those of the Old. Beyond New Norfolk there are for those with time at their disposal interesting trips to



THE DERWENT AND HOP GARDENS, NEW NORFOLK.

the Russell Falls and other points of interest. Those who must pay a flying visit or none can travel from Hobart to Macquarie Plains and back (72 miles) on a Saturday afternoon, and that for the trifling fare of 2s., first-class. Those who have more time to spare will make a stay at

NEW NORFOLK.

New Norfolk is the home of the hop-grower and orchardist. Whether the visitor has travelled by train or by



Salmon Ponds, near New Norfolk.

steamer, he will have revelled in the river scenery, for the line runs within a few yards of the banks of the Derwent. At New Norfolk, however, he can study the river in more leisurely and perhaps in more enjoyable fashion, for the various hotels and boarding-houses afford ample facilities for boating, bathing, and fishing. The angler may enjoy splendid trout-fishing in the district. The pedestrian can climb the various hills, from the summit of any one of which a glorious prospect is commanded. The Hospital



RUSSELL FALLS.

for the Insane is in New Norfolk, and those who wish to inspect it have no difficulty in obtaining permits. New Norfolk is 25 miles by rail from Hobart. Seven miles further along the railway-line is

PLENTY.

At Plenty the Fisheries Commissioners have located their salmon ponds. These ponds are used not only for hatching salmon ova, but also for hatching the ova of the various kinds of trout with which Tasmanian waters are being stocked. The ponds are shaded by wide-branching trees, and are surrounded by lawns, the rich verdure of which is very grateful to the eye on a hot summer day. As it runs on to the terminus at Russell the line crosses and recrosses the river several times, and the lover of the picturesque is gratified to the last.

RUSSELL FALLS.

The Derwent Valley Railway has recently been extended to Russell, which is but a few miles from Russell Falls, and accommodation and vehicles are obtainable close to the station. Visitors can book at the Hobart station, by giving notice the day before, for through fares to Russell Falls, including rail, coach, and lunch. There is good accommodation close to Russell station. The Russell Falls River, an affluent of the Derwent, makes a precipitous fall of over 100 feet into a shallow basin, where it gathers volume and falls another 50 feet into a second basin, from which it rushes on to join the waters of the Russell. The width of the lower fall is sometimes as much as 40 feet, and standing on a ledge of rock beneath it the spectator sees the glorious arch streaming over his head.

ELLENDALE.

Ellendale is 7 miles from Russell station, and there is a daily coach each way connecting with the trains. Ellendale offers comfortable accommodation to those who enjoy

farm life. For the more adventurous, there is a camping-ground at Mt. Field East, 6 miles distant. At Mt. Field East there are small lakes stocked with trout. Those who wish to spend a few days far from the madding crowd can take up their quarters in the tourist accommodation-hut or may hire tents. A packer will look after parties and supply their various needs. Those who spend a few days in this way get pure air day and night, and when the party is a well chosen one find the experiment most healthful and enjoyable. All information as to cost of camping may be obtained of the Tourist Bureau. Junee Caves are 9 miles from Russell, in a different direction to Ellendale, and are well worth a visit. The caves are rich in stalactites and stalagmites, and their gorges and waterfalls make the exploration of them exceedingly interesting. The caves are somewhat off the beaten track, and those who want accommodation near them should make their arrangements beforehand. Those who like to linger in so secluded a spot will be well treated at one or other of the farmhouses, and for the angler there is abundant sport.



Mount Field.



Tasman's Arch.

TASMAN PENINSULA.



NATURE lavished many charms on Tasman Peninsula, but probably the majority of those who visit it are attracted rather by grim memories of a past which forms an unpleasant chapter in the history of Tasmania, than by the fame of the Tessellated Pavement, Blowhole, or Arch. Port Arthur is in ruins; many of its buildings have been destroyed by settlers anxious to secure the materials of the old-time prison for their homes, others by fire; and of the rest, some have been softened by the clinging ivy. So has it fared with those grim memories to which reference has been made. Some have been allowed to perish; some have been toned down by time; others have been made the material of romances, such as Marcus Clarke's "For the Term of His Natural Life." But stay, that phrase is misleading, for there is no volume save Clarke's dealing with the old penal settlement which has, or which deserves to have, any vogue; they are crude recitals of horrors which it is folly to remember. Those who will cover the ground in hot haste can see



PORT ARTHUR FROM SCORPION HILL.

something of Tasman Peninsula in a single day, for on certain long summer days the steamers make return trips, leaving Hobart early and returning comparatively late in the evening. But those who have the opportunity should make a longer stay, and for the advantage of those to whom it is not sweet to be rocked in the billowy cradle of the deep we mention that the trip to Taranna is not, entirely like that to the Huon, a calm water one. It is not necessarily a rough one, but the voyager takes the fortune of the open sea; so victims of sea-sickness naturally prefer the overland excursion. That involves the crossing of the ferry, a railway trip from Bellerive to Sorell, and then on by coach to Dunalley. It should be carefully noted that the coach runs only on Tuesday, Thursday, and Saturday to Dunalley, returning to Sorell on the alternate days. From Dunalley to Eaglehawk Neck (12 miles), and from the Neck to Port Arthur (another 12 miles), the journey is made by vehicle. This means at least a three-days' outing. Parties of four or five can arrange for a visit to Port Arthur by motor-car; time, two days.

PORT ARTHUR.

Port Arthur is now known as Carnarvon. Those who set out for Port Arthur by water usually land at Taranna, where they take brake for the famous penal settlement. The drive of about 7 miles is through interesting country. Enthusiasts have declared that Carnarvon is the prettiest town in Tasmania. That is a matter on which it is unnecessary to dogmatise, but the fine avenues of oaks and of elms, the ruins of the old church (the roof and fittings of which were destroyed by fire some years ago), appeal to all lovers of the picturesque. The model prison was wrecked by a bush fire. The great freestone quarries from which the material for the official buildings was taken now form a natural fernery. Little remains of the boys' prison on Point Puer; but the old graveyard on the pretty little Isle of the Dead remains with its 1600 graves, though but faint traces survive of the paths and flower-beds for which it was once famous. A number of head-

stones mark the graves of freemen; the convicts lie without memorial of any sort. Round about Port Arthur are a number of interesting walks and drives. Fine views may be obtained from the top of Scorpion Hill, from the site of the old signal-station on Mt. Arthur, or from Brown Mountain (which rises 2605 feet above sea-level). At the base of Brown Mountain there are several big blowholes, one of which is specially noteworthy; and there is also a cave some 300 feet in length. Those who desire



Remarkable Cave, Port Arthur.

to make only a two-day trip from Hobart will not find time to visit the Remarkable Cave, but will return *viâ*

EAGLEHAWK NECK.

Eaglehawk Neck, like Carnarvon, has ample accommodation for visitors. All who are familiar with the history of the days when the "system" was in vogue know that across the Neck (which is only some hundred yards wide) mastiffs were chained to give the alarm when prisoners attempted to escape under cover of darkness. To plunge into the water by way of escaping the dogs was to

encounter a more terrible foe, for there were sharks, attracted by what is grimly set down as "judicious feeding." On the northern side of the Neck is the Tessellated Pavement, formed of large slabs of siliceous clay cemented together in a fashion which suggests a mosaic work wrought by a race of Titans. In the opposite direction is the far-famed Blowhole, a tunnel which the waves have worn through the neck of the little promontory which forms the southern horn of the bay. At certain states of the tide the waves surging into the tunnel cause an uproar which is echoed with awe-inspiring effect from walls and roof.

TASMAN ARCH is about a mile from the Blowhole. Two long parallel walls support the arch, which is close on 200 feet in length and about 40 in width. The rocks are surmounted by earth and by trees, and Tasman's resembles those arches in mountainous parts of Europe to which the name of Devil's Bridges has been given. By the overland route, on the return journey, those who feel disposed can break the journey at Dunalley, a pleasant village with a good hotel: doing so, they have an opportunity of visiting the Roaring Beach and Mt. Forestier.



Tessellated Pavement.



EAGLEHAWK NECK, TASMAN PENINSULA.



Bagdad Valley.

ON AND ABOUT THE MAIN LINE.

THE Main Line of railway, which runs from Hobart to Launceston, has a length of 133 miles, and the express covers the distance in a trifle under six hours. The single fares are 19s. 6d. first class, 13s. second; the return fares are double these amounts. There is a through train (express) in the morning, and a comparatively slow one in the evening. To give further details as to times of running might cause some unwary tourist serious inconvenience, for timetables are subject to alteration, and once in a way a pleasure-sceker forgets that, and, accepting the figures in a guide-book, arrives hours too early or, far worse, minutes too late for his train. The official tables are obtainable at any station.

To Bridgewater Junction the line runs close to the Derwent, and, in addition to the river scenery on the one hand, there are glimpses of the mountain on the other. Between Bridgewater and Bridgewater Junction there is a causeway over a mile in length. At the junction, a little more than 13 miles from Hobart, the line to New

Norfolk already described branches off. Bridgewater and Bridgewater Junction have hotels which are frequented by English salmon fishers. About 4 miles further on is Brighton Junction, where the Apsley line branches off.

BRIGHTON TO APSLEY.

From Brighton to Apsley is a distance of 26 miles.

BAGDAD VALLEY, through which the line runs, is a flourishing orchard district, which extends a little over 6 miles. The best known town on this line is Kempton, formerly known as Green Ponds, where those who are making a one-day trip often alight and lunch whilst the train goes on to Apsley and returns. The town, one of the few which figure in the early annals of the State, is on the old coach road from Hobart to Launceston. For those who choose to make a stay in either of the hotels there is the River Jordan, which is stocked with trout, perch, and tench, within half an hour's walk. The journey from Hobart occupies just on three hours. For cyclists there is a capital road. From Apsley, 9 miles further on, a coach runs to Bothwell, *viâ* which many travel to the Great Lake.

CAMPANIA TO PARATTAH.

CAMPANIA is the centre of a scattered district, from which a coach runs to the substantially built and once flourishing little town of Richmond.

RICHMOND has four hotels. There is trout-fishing in the Coal River, which runs through the township; and rabbit, hare, and quail shooting may be enjoyed. From Campania on there is a heavy gradient, and five miles from Colebrook there is a tunnel three-quarters of a mile long.

PARATTAH is 55 miles from Hobart. Here there is a stop of 11 minutes, during which refreshments are obtainable. On the platform, and adjoining the refreshment-room is the Parattah Hotel, where those anxious to breathe the bracing atmosphere of the tableland are

accommodated. Parattah, 1513 feet above sea-level, is one of the many starting-points for the Lakes.

OATLANDS, about 4 miles away, is connected with Parattah by rail and by coach. Oatlands is on the Main-road. Adjoining it is Lake Dulverton. There are three hotels. There are a number of attractive spots in this district, the most popular of them being Weeding's Caves. Lake Dulverton is stocked with trout. Oatlands is the best starting-place for visiting Interlaken (Lakes Sorell and Crescent), 16 miles distant, vehicles running when required, and the mail trap one day a week.

PARATTAH TO CONARA JUNCTION.

At ANTILL PONDS an hotel named the Half-Way House is visible from the line. It was christened in the old coaching days, when it was the half-way stopping-place.

TUNBRIDGE, which is of note as being the station nearest to Lakes Sorell and Crescent, is 74 miles from Hobart, 59 from Launceston. As mentioned under the heading of "The Lake Country," a coach runs to Interlaken every Friday. Tunbridge has two hotels. Salmon, trout, tench, and perch are caught in the Blackman River, which flows through the town, and there is shooting some 5 miles off. A run of about 15 minutes takes the express on to Ross.

Ross is another of the towns, the substantial stone buildings of which date back to the early days. The Easter encampment is held at Ross. Another 7 miles brings passengers to Campbell Town.

CAMPBELL TOWN, like Ross, is situated in a pastoral district, and like it figures prominently in books dealing with the life of Tasmania in the early part of the last century. Both towns have excellent hotel accommodation, but they are not amongst the ordinary tourist resorts. They do, however, attract a number of invalids, notably consumptives, for whom the pure and bracing air often works wonders. Nothing further of special interest is noted till Conara Junction is reached, 98 miles from Hobart. Here our notes on the Main Line may end, as Evandale

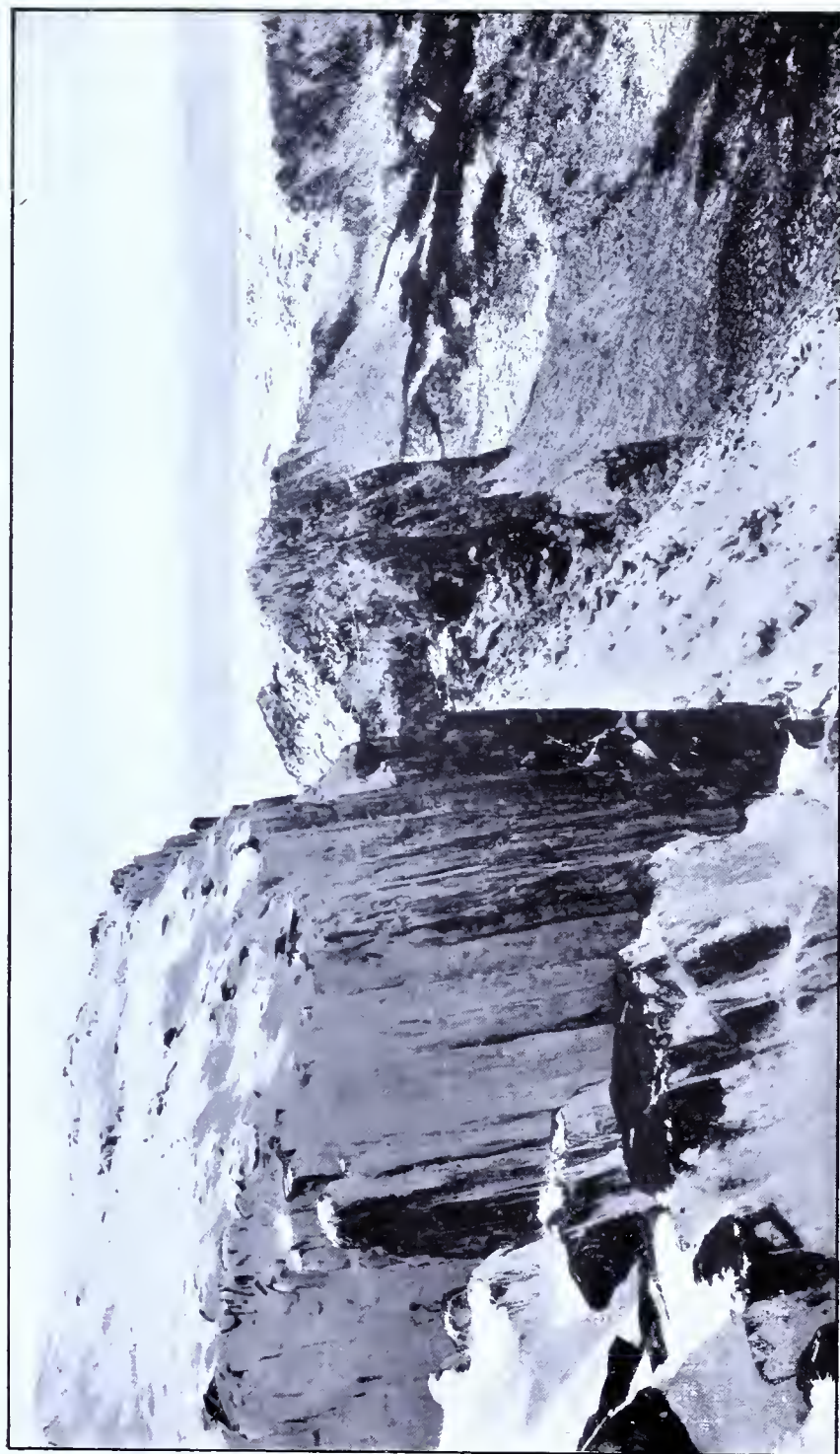


LAKE SORELL.

and St. Leonards, the only other places of interest, are mentioned in the paragraphs dealing with the environs of Launceston.

BEN LOMOND.

Of Tasmanian mountains there are 20 the height of which exceeds 4000 feet. Of these, Cradle Mountain and Ben Lomond are the highest. Ben Lomond, being the more accessible of the two, is much more frequently ascended. Those who wish to see the magnificent view commanded from its summit leave the Main Line at Conara Junction, and take train to Avoca, a station on the Fingal Line. The line constructed to serve the mines at Mt. Nicholas and Cullenswood runs from the Junction as far as St. Marys, a distance of 47 miles. Avoca, 17 miles from the Junction, is charmingly situated at the "Meeting of the Waters," the waters being the South Esk River and St. Paul's Rivulet. To the north is Ben Lomond; on the other side of the valley are the Fingal Tiers and the St. Paul Tiers, striking east to the coast. St. Paul's Dome, 3368 feet, is a feature of the landscape, but Ben Lomond dwarfs it. Avoca has an hotel (tariff, 8s. per day), where the mountaineer finds good accommodation. The services of a guide are obtainable, and if communicated with two days before the contemplated ascent, he makes all necessary arrangements. The trip is sometimes made in a single day, but those who do so lose much of the enjoyment realised by those who devote a couple of days to the excursion. The following vivid description of the mountain was published anonymously some years ago:—"On approaching the foot of the mountain the whole of its southern face presents the appearance of having been laid bare by a vast landslip, thus exposing to view an enormous congeries of basaltic columns or 'organ-pipes' some of them rising to a height of 700 feet without a break. A 'ploughed field,' or talus of shattered pillars, slopes away from the base of these; then occur a couple of coal seams, then a thick stratum of Silurian rocks, and these rest on a mass of porphyritic granite.



THE CLIFFS, BEN LOMOND.

Looking up from the Black Rock near the foot of the precipice, the face of the mountain bears a grotesque resemblance to the ruined façade of a Gothic edifice, since many of the basaltic columns have been sculptured by the hand of Nature into cavities, which might easily be mistaken for ogival windows or canopied niches. The plateau at the summit, which stretches away for a distance of 16 miles in a north-westerly direction, possesses many features in common with a Scottish moor. It is sprinkled with tors and tarns, and there are two lakes, one of which, known as Youl's Lake, is the source of the Nile River, a tributary of the South Esk. The view from the summit is magnificent, and embraces nearly half the island, including the whole coast-line from Eddystone Point to Spring Bay, with Freycinet Peninsula, Schouten Island, and Maria Island. In the opposite direction the prospect is bounded by the Great Western Mountains; and within a radius of 50 miles it overlooks numberless isolated hills, as Ben Nevis, Saddleback, Tower Hill, St. Patrick's Head, St. Paul's Dome, Quamby Bluff, and Mt. St. John, besides innumerable valleys, each with its permanent creek, stream, or river."

AVOCA TO ST. MARYS.

FINGAL, 35 miles from Conara Junction, has its little niche in the history of the State as the place where gold was first found; and for a time, from 1852 onward, great expectations were cherished. Now gold-mining is carried on at Mangana, 6 miles from Fingal, and connected with it by daily mail-cart; also at Mathinna, the home of the famous Golden Gate Mine, 17 miles from Fingal, and connected with it by coach. There are hotels at Fingal, Mangana, and Mathinna. The country round about them is mountainous and picturesque: moreover, there is excellent trout-fishing to be had. Between Fingal and St. Marys are Mt. Nicholas and Cullenswood, the former remarkable only for its coal mines, two of the most important in the State. Of St. Marys something is said in the section dealing with the East Coast Road.



Iris Island, Great Lake.

THE LAKE COUNTRY.



THE lakes of Tasmania, dotting the central plateau, from 2000 to 3000 feet above the level of the sea, have special attractions for the visitor. Those who can afford to linger at Interlaken or at the accommodation-houses on the shores of the Great Lake enjoy fine mountain scenery and braeing mountain air, with the sport usually found along the wooded shores or in the well-stocked waters of little-frequented lakes at lower levels. The best known of the lakes are Sorell, Crescent, Arthur's Lakes, the Great Lake, Echo, and St. Clair. Echo and St. Clair, more remote and less frequented than the others, are reached by way of Hamilton: but we will deal first with the others, which those sufficiently enterprising may take together. If the tourist happens to be in Hobart he will naturally make for Sorell and Crescent by way of Parattah and Oatlands, and for the Great Lake *via* Bothwell; and, if well advised, will go by the one route, returning by the other. A coach

runs to Interlaken when required. The grades are less steep than on the Tunbridge route, while the scenery is equally interesting.

A coach runs from Tunbridge, on the Main Line, to Interlaken, between Sorell and Crescent, every Friday. The first few miles of the drive are across level country, but when the ascent of the Western Tier begins, there is an end of monotony, as may be judged from the fact



Western Tiers in Winter.

that whilst Tunbridge is only 750 feet above sea-level, the summit of the ridge is 2650 feet, so that the ascent of 2000 feet is made in travelling little more than 4 of the 15 or 16 miles which divide Tunbridge and Interlaken. The foliage of the trees which skirt the track is luxuriant, and the profusion of berries—scarlet, purple, red, and white—is noteworthy. From the summit of the ridge the prospect is magnificent. To the south are Oatlands, Bothwell, Hamilton, Green Ponds (Kempton), Brighton,

Bridgewater, the valleys of the Derwent and the Jordan. To the north are Ross, Campbell Town, the valleys of the Lake and Macquarie rivers. Away in the background, whether the traveller looks to north or to south, are the heads of lofty mountains. At Interlaken there is a Government accommodation-house, controlled by the Tasmanian Tourist Association, where those who find grand scenery and mountain air bracing rather than satisfying, may enjoy all the good things of the season.

On the shores of Lake Sorell, Thomas Francis Meagher, one of the Irish exiles of 1848, resided, and it was after a visit to Meagher that Mitchel, his fellow exile, wrote the striking description of Lake Sorell given in his "Jail Journal." Mitchel, who regarded the fairest spots in Tasmania as "unbrageous and highly-perfumed dungeons," but dungeons none the less for their beauty, had seen the exquisite Lakes of Killarney and of Cumberland. He was in the critical mood of the exile, but Sorell so charmed him that he wrote, "The air up in these regions seems to be even purer and more elastic than in other parts of the island, the verdure brighter, the foliage richer; and as we float here at our ease, we are willing to believe that no lake is more beauteous than Sorell. Not so berhymed as Windermere is this Antarctic lake, neither does the Cockney tourist infest its waters, as he infests Loch Lomond or Killarney; not so famous in story as Regillus or Thasymené in literature, as Como or Geneva, is our lake of the Southern woods. It flows not into its sister Lake Crescent with so grand a rush as Erie flings herself upon Ontario; neither do its echoes ring with as weird minstrelsy as ring, and will ring for ever, the mountain echoes of Katrine and Loch Aubrey. What is worse, there is no fish: not a trout, red and speckled, not a perch, pike, or salmon. But, *en revanche*, see the unbroken continent of mighty forests that clasp us round here. On the north frowns the peak called Cradle Mountain, with its grey precipices rising out of the rich foliage—one peak merely of the great Western Tier, rising

not more than 1000 feet from the lake, but almost 4000 feet above the sea. Opposite, and further off, beyond the Crescent Lake, rises the grand Table Mountain. No signs of human life anywhere . . . Why should not Lake Sorell also be famous? Where gleams and ripples purer, glassier water, mirroring a brighter sky? Where does the wild duck find a securer nest than under thy tea-tree fringe, O, Lake of the South?" Descending to more prosaic detail, it may be mentioned that the two lakes, separated only by a narrow rivulet artificially made, now contain the largest native trout in Tasmania, and their banks, which afford the sportsman a circuit of some 50 miles, shelter wild duck, teal, and widgeon, and both lakes are stocked with brown trout. Sorell covers over 12,000 acres, Crescent 4400. The lakes are rich in islands and picturesque bays. The western shore of Sorell is particularly striking, one portion of it, the Diamond Beach, abounding in quartz, cornelian, and agate pebbles. Having explored Sorell and Crescent, the visitor can drive to

WOODS LAKE.

Woods Lake is about 11 miles distant. It is comparatively small, but its beauty is beyond dispute. Precipitous mountains hem it in on all sides, except where the Lake River flows in and out. Its waters are well stocked with Loch Leven trout. The Lake River has its rise in Arthur's Lakes, five in number, which are about 12 miles from Woods Lake. The more enterprising visitors to the lake country have no difficulty in arranging for a visit to Arthur's Lakes, which are within easy reach of the Steppes on the route to the Great Lake, but they lie quite off the beaten track followed by those who do not greatly appreciate any scenery too far removed from a comfortable inn.

THE GREAT LAKE.

The Great Lake is about 39 miles from Interlaken. The road from Interlaken to the Government accommodation-

house (controlled by the Northern Tasmanian Tourist Association, Launceston) on the shores of the Great Lake is a good one. After 18 miles have been travelled from Interlaken the road junctions with the one from Bothwell, at the Steppes, where there is accommodation "for man and beast." The Great Lake is about 15 miles long. Its



Moonlight on the Great Lake.

breadth varies much: its area is 28,000 acres; its height above sea-level 2880 feet. The surface of the lake is broken by five small islands covered with a species of cedar. The surrounding country abounds in hill and marsh, with many tracts of good cattle country. Enthusiasts describe the Great Lake as the angler's paradise. The Fisheries Commissioners stocked it many years ago with brown trout, and the fish have multiplied amazingly. In the season

1904-5, 44 fish were caught weighing 15 lbs. or over. The record trout taken was landed by the late Mr. M. Seal in 1897, and weighed over 25 lbs. Trout are taken here by spinning, with artificial baits.

OTHER ROUTES.

From Hobart, as mentioned already, there is an alternative route to the Great Lake *via* Bothwell. Those who choose this, travel to Apsley by train; the distance is 44 miles. From the carriage windows they catch glimpses of the flourishing orchards of the Bagdad Valley. From Apsley they travel 9 miles by coach to Bothwell, one of Tasmania's older towns, near which is Nant Cottage, where the Irish exile John Mitchel spent much of the time he passed in Tasmania. From Bothwell to the Great Lake is 40 miles, and there is an excellent road which the cyclist can follow with comfort.

BOTHWELL is 1100 feet above sea-level, so that the rise to the lake is 1700 or 1800 feet. Those who reach the Lake by the Tunbridge route, and who return by this one, will see some fine pastoral country about Bothwell; and if they spend a night in one or other of the hotels, have the opportunity of fishing in the Clyde, which is well stocked with English trout, or of doing a little shooting.

Tourists who go to the Great Lake from the northern part of the State may make a start from Deloraine or from Cressy. From Deloraine the distance is 23 miles, and splendid views are obtained from the summit of the Tiers, whilst a profusion of fern and myrtle gives charm to the country before the heights are reached. The Deloraine track takes the visitor to the accommodation-house on the northern shore, where a boat will be found, and excursions on the water may be enjoyed. The secretary of the Deloraine Improvement Association is always pleased to give information to those arranging for the trip. From the north the lake may also be reached from Cressy. Those who select this route leave Launceston by train, travel just



Mt. Ida - Lake St. Clair - from St. Ignace, Mich.

MT. IDA, LAKE ST. CLAIR.

on 18 miles to Longford, from which a coach drive of 7 miles takes them to Cressy; a further drive of a little over 12 miles takes them to the foot of the mountain; and another 6, which can be done in the saddle, bring them to the lake. The grade is an easy one. The scenery is fine, and the track strikes the lake at Sandbanks, where there is comfortable accommodation at a very reasonable rate. Those who choose to do so can walk round the shore of the lake to the accommodation-house at the south end, 12 miles away.

LAKE ST. CLAIR.

Up to the present Lake St. Clair has been visited by a very small percentage of our visitors. When a railway runs to the West Coast, as it must do at some not very distant date, this, perhaps the fairest of the Tasmanian lakes, will be within quite easy reach. At present St. Clair is just remote enough to make it attractive to those who like to get off the ordinary coach roads. The distance from Hobart is 114 miles, of which 82 are covered without exertion or difficulty of any sort. The train takes the traveller to Macquarie Plains, the coach takes him to the Ouse, and a vehicle carries him on to the Dee Bridge. After passing the Dee there is an ascent of over 2000 feet in a dozen miles. The road between the Ouse and Dee Bridge is not in very good repair, whilst that from Dee Bridge to Lake St. Clair is even worse. When Julius Stutzer, the traveller, visited Tasmania some half century ago, he wrote of the then almost unknown lake, "A hundred years hence, when Australia has its tens of millions of people, and summer tourists by thousands wander over its recesses, Lake St. Clair will be as famous as Killarney is now, and will deserve it more. It is as grand as the Lake Lucerne, though on a smaller scale. Houses will then dot its shores, and boats will glide gaily along from point to point. At present nothing can be more lifeless. Only one or two kinds of fishes have been found in its tremendously deep waters; not a sound breaks

upon the ear, and the only living thing we saw was a solitary eagle steering his way, from mountain to mountain, amidst cloud and mist." In one respect at least St. Clair has changed materially. English brown trout are plentiful in its waters, and are said to have been seen up to 20 lbs. weight in the Nareissus River, which flows into the lake at its northern end, and in the Cuvier River, which enters it on the south-western side. For the convenience of tourists there is an accommodation-house, built by the Government, with dining-room and two bedrooms, fitted with bunks. But to enter into details concerning commissariat and baggage is unnecessary, for the wise man who wishes to visit St. Clair will make a point of consulting the secretary of the Tourist Association before he leaves Hobart, as the means of transport beyond the Dee Bridge are at present far from reliable. That the lake will repay any exertion a visit to it may necessitate is beyond question. It covers some 10,000 acres, has an average breadth of about 2 miles, is 9 miles long, and apparently owes its existence to the damming up by volcanic action of the valley between the two mountain ranges, of which Ida and Olympus are the noteworthy peaks.

LAKE ECHO.

Lake Echo, from which the Dee rises, is only 5 miles from Dee bridge, where there is good accommodation. A shepherd resides on the western shore of the lake. Lake Echo is well stocked with brown trout, and occasionally, when an additional supply of ova to that available at the Salmon Ponds was required, the Fisheries Commissioners have netted fish at Lake Echo for stripping.

The route to Lake Echo is by 8.35 a.m. train from Hobart to Macquarie Plains station on the Derwent Valley line; thence by coach *via* Hamilton to Onse, arriving 1 p.m. Here the visitors lunch. There is good trout-fishing in the Ouse River, but permission must be obtained from the landowners. Every Tues-

day and Friday, Mr. Geo. Ellis, of Dee Bridge, sends a vehicle to the Ouse with the mails, taking back in the afternoon the mails brought by the coach. There is a reasonable tariff for passengers by this vehicle, but if a vehicle is required at the Ouse on other days special arrangements must be made. Dee Bridge is reached about 7 p.m. There is good trout-fishing in the Dee River and in the Derwent, which is not far distant.



Lake Echo.



Mount Victoria, East Coast.

THE EAST COAST ROAD.



HOSE who visit Triabunna, Swansea, St. Marys, St. Helens, or other of the quiet towns on the East Coast, always speak enthusiastically of the climate and the scenery. If they happen to be sportsmen, they have glowing tales to tell of feats performed with rod or gun. Any arrangement of Tasmania's beauty spots is necessarily arbitrary. However, a number of cyclists and a few pedestrians follow the East Coast Road from Bellerive right away to Moorina; and those who travel by rail and coach contrive to see a number of the places on the road, though probably they visit some of them whilst touring the south, and others whilst exploring the north of the island.

SORELL.

Sorell is 14 miles from Bellerive, and may be reached by road or rail. The train runs daily, and a motor-car leaves Bellerive three days a week for Swansea, *viâ* Sorell and Spring Bay. The first object of special interest

is the Causeway at Sorell, a work which dates from 1876, and which gave the contractors of earlier days not a little trouble. If there is time and inclination for the undertaking, the ascent of Mt. Runney affords those who make it a fine view. As a drive to Runney is one of the popular afternoon trips arranged by the Tourist Association, those who are making for the East Coast usually pass right on. After crossing the Causeway, which is some 3 miles in length, the passenger finds himself in the quiet little town of Sorell. Sorell was settled in the early days; it has an old-world air, and to a large extent the landowners of the district are the grandchildren of the men who opened up the country. From Sorell there is a tri-weekly motor-car, but as to days and hours of running the tourist will, of course, take the precaution of consulting the Tourist Association or official tables of trains and coaches. About 7 miles from Buckland the scenery changes. First there is a glimpse of the Tasman Sea and of Maria Island. Prosser's River, flowing through a fine gorge, is soon reached. On the left rise the Castle Rocks, which tower in terrace after terrace above the river bed, towards which the road winds to enter "a wild, rugged, and most picturesque ravine, to which many years ago the name of Paradise was given ironically, as implying the special difficulty of getting into it." Right on to Orford the scenery is grand, great rocks rising high close to, and in some cases overhanging, the road.

SPRING BAY.

Spring Bay, or Triabunna, 55 miles from Hobart, has hotels and a boarding-house. Its harbour, sheltered by Maria Island, is a fine one. The climate is remarkably mild, and is much appreciated by invalids, who can obtain accommodation at rates ranging from 6s. a day.

MARIA ISLAND.

Maria Island may be visited by boat from Spring Bay or, twice a week, by steamer from Hobart. The island,



St Patrick's Head, East Coast.

which has historic associations, is only 13 miles distant, has a mean temperature of 61 degrees, and is a paradise for those who delight in fishing and shooting. On the island there is accommodation for those disposed to explore what has been termed the Isle of Wight of the Antipodes.

LITTLE SWANPORT.

Little Swanport is 13 miles further on, and has a river which affords capital bream fishing. From hills in the

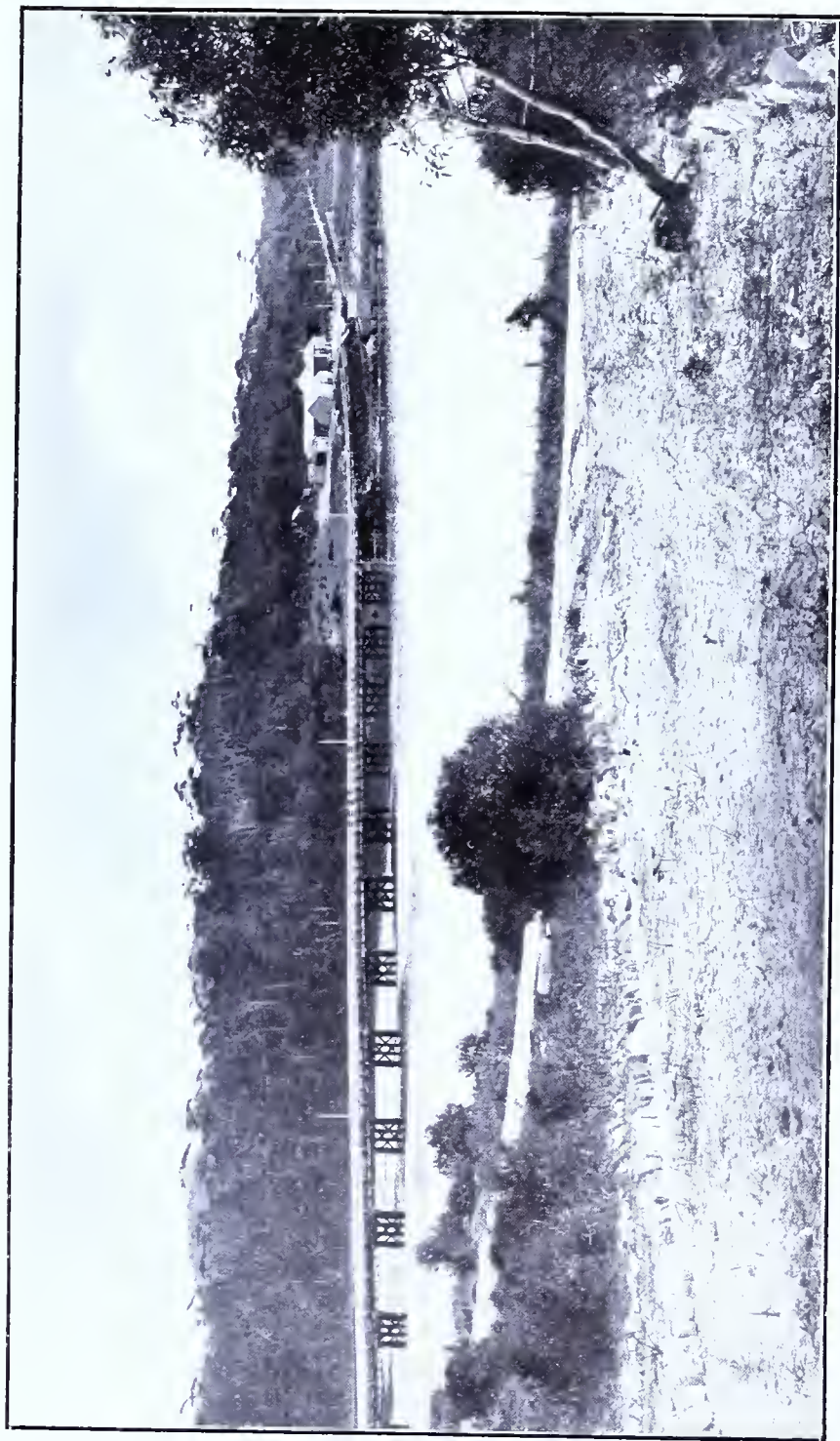
vicinity there are fine panoramic views of Maria Island. Once upon a time Swanport deserved its name, as it was a great resort for swans, but the birds, and, worse still, their eggs, were ruthlessly destroyed. Lisdillon is about 7 miles from Swanport, and from Lisdillon to Swansea the road runs very close to the sea.

SWANSEA.

Swansea, one of the prettiest townships in Tasmania, is 90 miles from Hobart. It attracts a large number of visitors, some of whom reach it by the routes we have been describing, others by coach from Campbell Town, others by steamer from Hobart. The town stands near the head of Oyster Bay, which is 12 to 15 miles wide, between the mainland and Freycinet's Peninsula and



Swansea, from Waterloo Point.



OLD SCAMANDER BRIDGE.

Schouten Island. An enthusiast writes: "The view of the mountainous Schoutens, with their granite peaks, their cliffs, ravines, and many-folded slopes, their turret rocks, their precipitous gorges and sombre forests, affords endless variety and delight to the eye. Towards sunset more especially they assume a variety of brilliant colours which call to mind the most gorgeous of Turner's landseapes." The sandy beaches form splendid playgrounds for children. Bream are especially abundant, and there are said to be 22 varieties of fish in the bay and the rivers which flow into it. The sportsman will find wild fowl plentiful, whilst kangaroo and wallaby are also to be had. Accommodation is exceedingly moderate, the charges ranging from 6s. a day upwards. As vehicles can be hired for 10s. a day, a holiday in this delightful spot is not an expensive luxury. The next few miles of the road are comparatively little used; that is to say, there is no regular coach or mail-cart running between Swansea and Bicheno. Between these two places are Riversdale, Craubrook, and Apslawn. From Bicheno there is a mail-cart running to St. Marys on alternate days. The Chain of Lagoons Pass, between Bicheno and St. Marys, is particularly beautiful.

ST. MARYS.

St. Marys is a picturesque township, within 2 miles of the top of the famous St. Mary's Pass, 1000 feet above sea-level. For 4 miles the road winds down the spurs of the Mt. Nicholas Range, describing extraordinary loops and curves. On the one side there is an abrupt ascent, and on the other a descent as abrupt into a ravine in which gum trees tower above the dense foliage.

SCAMANDER.

Scamander, about 12 miles distant, is a favourite resort of anglers, the pretty river abounding in bream. The hotels, which are well patronised in the season, charge 8s. a day.

ST. HELENS.

St. Helens, which most of its visitors reach by taking train from Conara Junction to St. Marys, and on by coach, has attractions for the angler and the sportsman. There is good fishing, ducks and swans abound in the bay, and wallaby are shot within easy distance of the township. The hotels, which charge 8s. a day, offer comfortable quarters to those disposed to spend a few days



St. Helens, George's Bay.

in the genial climate. A number of trips can be arranged, of which the most popular is to the

COLUMBA FALLS.

The distance to the falls is 20 miles, but the road is a good one, and as the falls, which are 300 feet in height, are very generally considered the most beautiful in the island, the tourist should not fail to see them. From St. Helens the road turns away from the ocean, and has



COLUMBA FALLS.

comparatively little interest for cyclists, the majority of whom make for Launceston by Moorina and Scottsdale, of which latter place something will be said in connection with the railway-line of which it was the terminus.

ANSON'S BAY.

Anson's Bay and River (25 miles from St. Helens) is an excellent bream and sea fishing ground. If Anson's Bay were made more accessible, it would no doubt become one of the most popular tourist resorts of the State. Anson's Bay is a bold sheet of water, about $1\frac{1}{2}$ mile wide, and 2 miles in length. There is excellent fishing all over the bay, but the channel provides, perhaps, the most sport. On the western side is Anson's River, and the stream is navigable for pleasure-boats for a distance of about 5 miles, to what is known as the Ford, where the waters of the sea and the river meet. On either side the banks are heavily timbered down to the water's edge, with here and there cliffs of rock and gullies almost overgrown with huge ferns and flowering shrubs. Fish of various kinds, including that rare species, the chub, or sand mullet, are plentiful, while flocks of duck and swan pass up and down the stream. From Anson's Bay, Eddystone Lighthouse is about 4 miles distant, and frequent excursions by boat are made by Mr. Haigh's family. One of the popular pastimes, and a lucrative one, too, is cray-fishing among the rocks on the beach. These fish are plentiful, and of very large size. Accommodation may be had at the accommodation-house.



River Tamar, Launceston.

LAUNCESTON AND SURROUNDINGS.

EVEN the poorest sailors usually enjoy the last hours of the voyage from Melbourne or Sydney to the northern city of Tasmania. From Tamar Heads to the port is a run of about 40 miles, and vessels of 4000 tons can steam the whole distance. Whilst the "Loongana" travels those miles her passengers enjoy a perpetual succession of lovely scenes. As the river winds, widening here and there, it is easy to imagine that one is on the placid waters of an inland lake. After entering the Heads, the first point of interest is George Town, near which the cable-station is situated. A few miles further on, Beauty Point and Beaconsfield, the home of the far-famed Tasmania Gold Mine, are passed. Where Nature reigns supreme, the river banks are mantled by eucalyptus, wattle, and she-oak trees, but here and there, in rapidly increasing number, are farms and orchards, the latter promising in due course to rival those of the Huon District. A few miles before he reaches Launceston, the traveller catches a glimpse of the city, nestling amongst hills, with a back-

ground of mountains, conspicuous amongst which are Ben Lomond, Mt. Arthur, and Mt. Barrow.

It has been the custom to make a comparatively brief stay in Launceston, and to hurry on to the South; but those with time at their disposal will find the northern city a very pleasant holiday resort, and a convenient start-



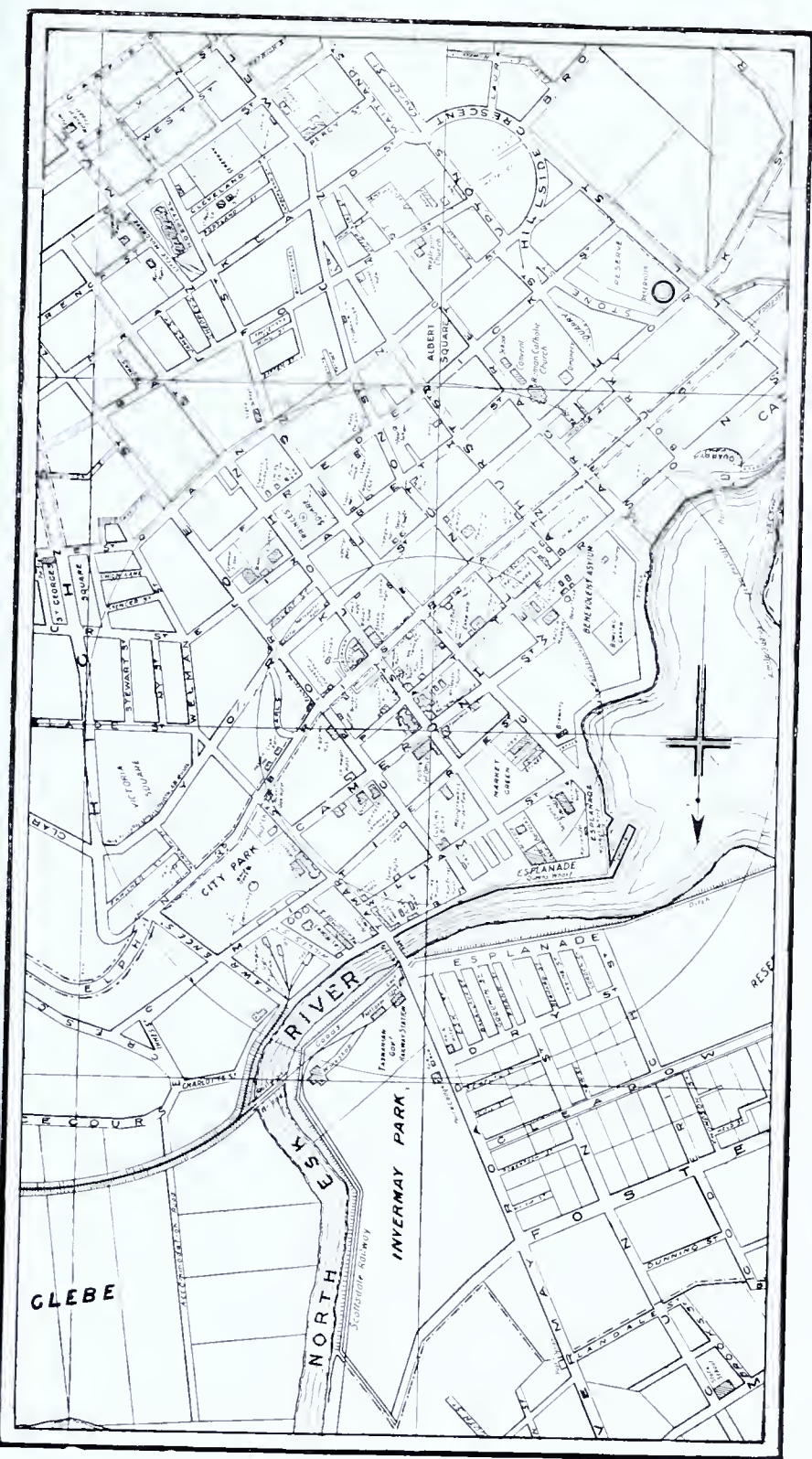
City Park, Launceston.

ing point for a number of delightful excursions by rail, road, and river. Launceston now has an up-to-date tramway service throughout the city. To visitors from Melbourne and Sydney, Tasmanian cities appear small, but they will find that Launceston, like Hobart, is well supplied with comfortable hotels and lodging-houses, and a glance at the scales of the different houses shows that the hotel tariff varies from 5s. to 10s. and 12s. 6d. a

day, or from £1 10s. to £3 3s. and £3 12s. 6d. a week. In the boarding-houses charges are from a guinea to two guineas a week. The sportsman, the artist, and the invalid will find in the stores all that they require. Launceston is pardonably proud of its City Council, which maintains the greater part of its 58 miles of streets remarkably well, manages a thoroughly up-to-date electric lighting system, and brings an excellent supply of water from St. Patrick's River, some 15 miles distant. This suggests mention of the excellent Victoria Baths, in Patterson-street, which the Council has made amongst the best in Australasia. There is a covered swimming basin, with a water area of 80 feet by 30 feet, supplied with filtered water, which in cold weather is heated to 65 degrees by a multitubular boiler and circulating tube-pipes. The dressing accommodation is good. In addition, there are well-appointed hot and cold baths, and a Turkish bath, well ventilated, lit, and, when necessary, warmed by electricity. All information as to charges, hours for ladies, and so on, may be had at the Tourist Room, St. John-street.

Before deciding to see any of the surroundings of Launceston, visitors should call at the Northern Tasmanian Tourist Bureau, opposite G.P.O., where they can obtain any desired information, and, should they so desire, make complete arrangements for visiting outlying beauty spots. A reading and writing room is provided for the use of tourists, interstate and State papers are filed, and directories may be consulted.

Launceston is well supplied with open spaces, where those who appreciate repose beneath the shade of spreading trees may pass pleasant summer hours. Amongst these reserves is the centrally-situated City Park, of 13 acres, laid out in grass lawns, diversified by flower-beds, and studded with trees. Prince's Square, between St. John and Charles streets, has a fine replica of a prize fountain from the Paris Exhibition of 1861, and is specially well supplied with shade trees. The Willows,



PLAN OF LAUNCESTON.

reached by way of Patterson and Bourke streets, is a charming riverside retreat under the race leading to the Cataract Mills, and is provided with seats which command a fine river view. Other reserves are York, Arbor, Jubilee, Albert, and Victoria. On summer evenings bands, subsidised by the Corporation, play in the more popular of these open air resorts.

As a rule, visitors are anxious to live in the open rather than to haunt buildings, no matter how attractive. However, there are a few buildings in which even the "fresh air fiend" is disposed to spend a few minutes. Amongst these may be mentioned:—

THE VICTORIA MUSEUM AND ART GALLERY, Wellington-street. The Museum contains a carefully arranged collection of local flora and fauna, fossils classified so as to illustrate Geikie's well-known text-book, and rocks illustrating Rutley's system. The building is open to the public, free, from 10 a.m. to 5 p.m.—Sundays, 2 to 4 p.m. It may be noted, however, that the doors are closed on the first Monday in each month. The Art Gallery is a spacious, well-lit room. At present the pictures are for the most part loaned, but the large picture of the aborigines, by Mr. Robert Dowling, will interest many visitors, and it has its permanent home in the gallery.

THE PUBLIC LIBRARY will be found at the Mechanics' Institute, Cameron-street. It has upwards of 24,000 volumes, which are at the disposal of the public for reading in the Institute. Newspapers from the various States and the ordinary weekly and monthly journals from Great Britain and the United States will be found on the reading-room tables. The Institute is open on week days from 9 a.m. to 10 p.m. The Mechanics' Institute has a fairly large lecture-room, but when Launceston waxes enthusiastic on any matter political, civic, or musical it betakes itself to the Albert Hall, which boasts the fine dimensions of 150 by 60 feet, and accommodates 3000 people.

Many visitors make a point of strolling through the grounds of the Benevolent Asylum, situated in Patterson-

street. The grounds slope down from Patterson-street to the river. In the same reserve are the courts of several of the tennis clubs, the home of the Launceston Bowling Club, and of the Tamar Yacht Club.

Launceston is well supplied with churches, which are grouped under the following headings:—Church of England, Presbyterian, Roman Catholic, Methodist, Congregationalist, Baptist, Salvation Army, Church of Christ, Catholic Apostolic, and Christadelphian. There are also meetings of persons interested in Theosophy, the “New Theology,” and so on.

But the most famous of all Launceston's pretty spots is the

CATARACT GORGE.

Even the visitor, eager to find himself on the banks of a trout stream or in some sylvan retreat far from the haunts of men, seldom fails to see the Gorge. In the Gorge Nature gave the people of the northern city something almost unique in its easily accessible grandeur, and they have made much of the gift. The entrance to the Cliff Grounds is within quite easy walking distance of the city, but no sooner does the sightseer pass through the gateway and pay his penny than he finds himself in a fairy land. The onward march of the photographer implies the retreat of the descriptive writer, and a glance at the illustrations will tell more than whole pages of laborious letterpress would reveal. Suffice it to say, that for about a mile there runs a pathway which enables the pedestrian to pursue his way quite easily, whilst at each turn he catches new combinations of towering rock, fast-flowing water, luxuriant ferns, and of indigenous trees and shrubs maintaining a precarious hold on the precipitous slopes. At each point of vantage there are seats, and here and there are quaintly designed huts, affording shelter from sun, rain, or wind. Then there are the pavilion, where refreshments may be obtained, and the park, surrounded on three sides by lofty hills, whilst on the other is a gentle slope to the edge of the First Basin, a pool a

hundred feet deep. The South Esk empties itself by a succession of glorious falls into the Basin, and then rushes down the Gorge. A suspension-bridge at the head of the park enables visitors to return by the Zig-Zag, or if they prefer it, by Basin-street and York-street. A footpath runs from the south side of the bridge up the Gorge to the Power Station. Launceston people have expended about five thousand pounds in rendering the glories of the Gorge easily accessible, and the Government has supplemented that amount to the extent of about a thousand.

Those who choose to do so can reach the First Basin by vehicle, driving by way of Hill-street and the Basin-road. About a mile further on is the Second Basin, situated amidst scenery of striking grandeur. Another mile's walk takes the pedestrian to Dalrymple Bend, which is shoe-shaped and rock-bound, and here is found the Power Station, which amply repays a visit. The grandeur of the scenery appeals to all, and those interested in the working of a fine electrical plant can secure admittance any time during the hours of daylight, a gallery having been erected for the use of visitors. A splendid road, called the Denison-road, offers a picturesque return or forward journey to the Power Station: by going or returning *via* this road a round trip is made of the drive or walk to the Power Station. The road is in excellent order, and is a favourite pleasure run with motorists. A splendid view of the rivers and surrounding mountains is obtained from here, and as the road is at a considerable height the view overlooking the South Esk Gorge is a noble one.

Amongst pretty spots close to Launceston, the DEVIL'S PUNCHBOWL must be mentioned. Those wishing to reach it follow High-street, over the Windmill Hill, for $2\frac{1}{2}$ miles. A new road has been marked off through this section, so that it is now possible to take a very charming round trip *via* Sandhill to the Punchbowl, and return through Penquite, Newstead, and Elphin-road, or *vice versa*.



CATARACT GORGE, LAUNCESION.

Round about Launceston there are a number of charming spots which may be visited, some in an afternoon, others in a single day. CORRA LINN is amongst the best known and most popular of these, and is about 7 miles from the city. The bridge and the glen figure in every collection of Tasmanian views. During the season a tea-room, erected by the Northern Tasmanian Tourist Association, is open for visitors.

The following is a complete list of the half-day and whole-day tourist drives arranged during the season by the Northern Tasmanian Tourist Bureau:—Half-day drives: Corra Linn, Electric Power Station, Perth, Longford, Ravenswood, Waverley and Salmon Ponds, Carrick, Dilston, Rosevears, Illawarra, Trevallyn, and Hillside Crescent. All-day drives: Longford Bridge, Woolmers Bridge, Perth Bridge, Hadspen, Rosevears, St. Patrick's River. There are in addition a choice of 25 motor excursions to choose from, and Launceston is the centre for reaching the famous Mole Creek Caves. Frequent excursions are organised for day trips to these wonders of nature.

DENISON GORGE.

This is one of the most delightful of the many vast ferneries with which Nature has supplied Tasmania so lavishly. The railway run of 30 miles is through typical Tasmanian country, and the gorge is situated in rugged mountainous surroundings, which give it an added charm. A creek sparkles its way through the seemingly endless wealth of ferns about its banks, and on a fine summer's day the effects of light and shade enjoyed in the popular retreat are bewitching. Excursions are frequent, and the fares, especially when the trip is a half-day one, are very moderate—three shillings first, and two shillings second class; the whole-day-trip fares are 50 per cent. higher. Seats have been provided, and are convenient when rain has fallen and the ground is damp. Hot water is provided free, and there is a refreshment-room at the railway-sta-



DENISON GORGE, NEAR LAUNCESTON.

tion. From the railway-platform a second glimpse of the train is secured, for long after it has vanished it reappears immediately before the spectator, but high up the hill, up which the line winds its way as it makes for Scottsdale.

THE WATERWORKS.

These, as already mentioned, are on the St. Patrick's River. Those who make this trip drive past Corra Linn, over Hobbler's Bridge, passing the far-famed Waverley Woollen Mills. The Waterworks are 15 miles from Launceston, and are 1150 feet above sea-level. The spot is picturesque, and a number of fine glimpses of country far and near are enjoyed on the way to and fro. The angler has an opportunity of securing a creel of trout, and the sportsman often has the good fortune to sight the kangaroo. The spot is a secluded one, without hotel or boarding-house, so pleasure-seekers have to take whatever refreshments they require.



The Nile, near Evandale.



Tasmania Gold Mine, Beaconsfield.

ON THE TAMAR.

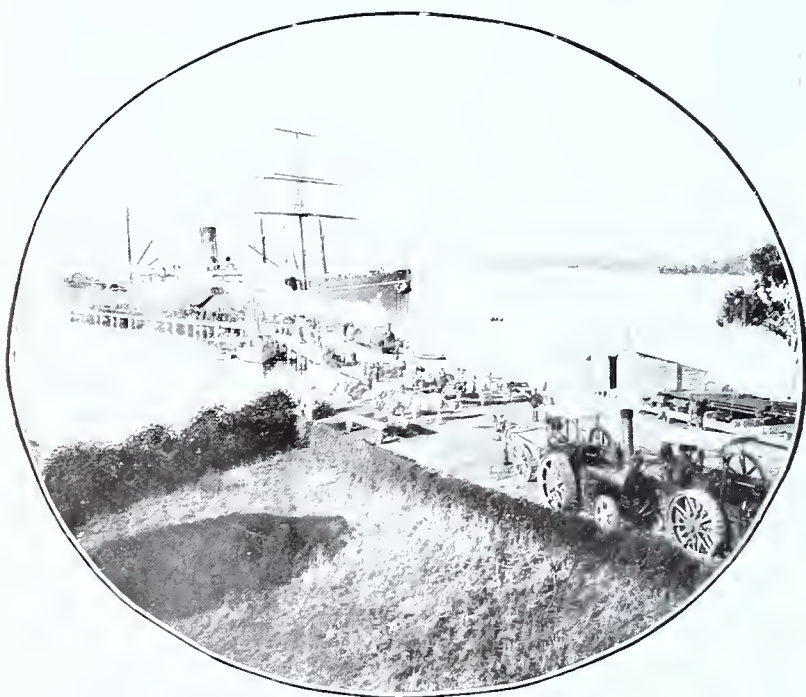


WHOLE-DAY trip may be enjoyed on the River Tamar during the summer season. Two new and well-equipped river steamers, the "Rowitta" and "Agnes," make daily trips down the river, which enable the tourist to see the whole of this splendid waterway, and by the time home is reached has enjoyed over 80 miles up and down the river. The trip to Beaconsfield may be made more enjoyable by taking the boat to Beauty Point, and from thence joining the Beaconsfield-Launceston coach, or *vice versa*.

ROSEVEARS.

Rosevears, 12 miles from Launceston, is pleasantly situated on the river bank, and may be reached by road or river. The road follows the course of the Tamar very closely, and as a natural result the drive is a thoroughly enjoyable one. On the opposite side of the river is Dilston, to which there is a pleasant drive of about 9 miles. In either place accommodation can be obtained: there

are boats for hire, and good line-fishing affords amusement. Further down, 28 miles from Launceston, is Beaconsfield. Those who make the journey by road will note, near Rosevears, a massive pile of rocks, famous as Brady's Look-out, so named because it was the hiding-place and watch-tower of bushranger Brady, of whose doings in the thirties there are many stories, some authentic, some mythical.



Beauty Point, River Tamar.

BEACONSFIELD.

Beaconsfield is the home of the famous Tasmania Gold Mine, which those interested can easily secure permission to inspect. The pumping-plant is a remarkably fine one, as it has to deal with an influx of water described as having the force of a small river. There are smaller mines, and those who wish to visit them or to see the country round about Beaconsfield have their choice of hotels and boarding-houses. Two miles from the town is Beauty Point, where passengers by steamer are landed, and from

which they are driven by vehicles which meet the boats. Beauty Point is a very pleasant holiday resort, with a good hotel delightfully situated on the river bank. It may be remarked in passing that Beaconsfield is near the site of York Town, the earliest official settlement in the north of the island. From Beauty Point a pleasant little trip of some 8 miles takes the tourist to George Town, a few miles within the Tamar Heads. The fine beaches attract a number of visitors every season, and for those who seek it there is excellent accommodation. Here, as at Beauty Point, there are facilities for bathing, boating, and fishing, whilst round about George Town very fair fishing may be enjoyed. Those who spend a few days in George Town will probably devote the greater part of one of them to a visit to Lefroy. A visit to the once thriving gold-mining town involves a drive of 11 miles.



Lefroy Goldfield.



Lilydale Falls.

THE NORTH-EAST COAST.



AMONGST the most attractive of the short trips from Launceston, reference was made to the excursion to Denison Gorge. Those who wish to visit Scottsdale and the tin-mining district of the North-East Coast travel for 30 miles on the line which takes pleasure parties to the Gorge. The North-East Coast is not haunted by tourists as some more lavishly advertised parts of the island are, but the mountainous and heavily timbered country about Scottsdale has a charm for all who delight in rugged grandeur of scenery. To the settler the vitally important matter is not that the mountains are picturesque, but that here and there the soil is singularly fertile.

What attention a particular visitor cares to devote to the tin mines about Moorina is, of course, a matter determined by his interest in mining generally, or by the amount of his investments in these particular ventures. The actual coast townships are not as attractive as some of those more easily reached in other districts.

LILYDALE.

Lilydale is 21 miles from Launceston: 3 miles from it is the summit of Mt. Arthur. From the mountain there is a fine view of the country, amidst the heavy timbers of which the settlers have cut out homes for themselves, and have established an important fruit-growing industry. A splendid track has been formed and carefully marked by the Northern Tourist Association, which makes this trip very easy, and it may be taken by novices in mountaineering without any anxiety. A good track has been made to the Lilydale Falls, which is maintained in good order from season to season by the Northern Tourist Association. The trip to the summit of Mt. Arthur or to the Lilydale Falls can be easily done from Launceston in one day.

SCOTTSDALE.

Scottsdale is 16 miles further on. In the Scottsdale district are some of the tallest trees in the State, and though much of the timber has been felled, the bullock-drays are still engaged in dragging logs to the railway-stations. At Scottsdale there is choice of hotels, and the tariff is 6s. per day. The town does business with a flourishing district, which has its eggs in a variety of baskets. Only 13 miles away by road is Bridport, on the sea-coast. From Scottsdale a coach runs on to the mining centres. Any passengers who wish to make Ringarooma or Alberton, the centre of a gold-mining district, leave the main-road at Ringarooma-road, where another conveyance is in waiting. The main-road runs through Branxholm, where there are tin mines, to Derby, where the Brothers' Home and Briseis Tin Mines are situated. The deposits of tin are very extensive, but the working of the mines has proved costly. Six miles further on is Moorina, another mining town. Tasmania has a very small Chinese population, but of the few in the island a considerable number have for a considerable time been found round about Moorina. The country round about

the townships just mentioned is picturesque, and deserves more attention than it receives. From Moorina a fairly good road runs to Boobyalla, on the coast, passing Bradshaw Creek, South Mt. Cameron, and Gladstone. The majority of tourists, however, turn in the other direction to Weldborough, passing through singularly beautiful country, in which giant trees rise from amongst a surprising wealth of ferns, and a profusion of creepers give additional charm to the luxuriant growths.

Weldborough, 7 miles from Moorina, stands on a plateau about 1500 feet above sea-level, and is on the banks of the Little Weld. From Weldborough the road rises higher and higher, till Lottah is reached, the journey being through splendid forest country.

Lottah is the site of the Anchor Tin Mine and of other shows less widely known, but of some of which great things are hoped.



Anchor Tin Mine.



WELDBOROUGH ROAD.



Woolmers, Longford.

ON THE WESTERN LINE.



ON the Western Line there are several places of interest between Launceston and Devonport, which is the first of the towns on the North-West Coast.

PERTH.

Perth, a pleasant village in famous pastoral country, is visited by a number of anglers attracted by the fishing and shooting to be had in the vicinity.

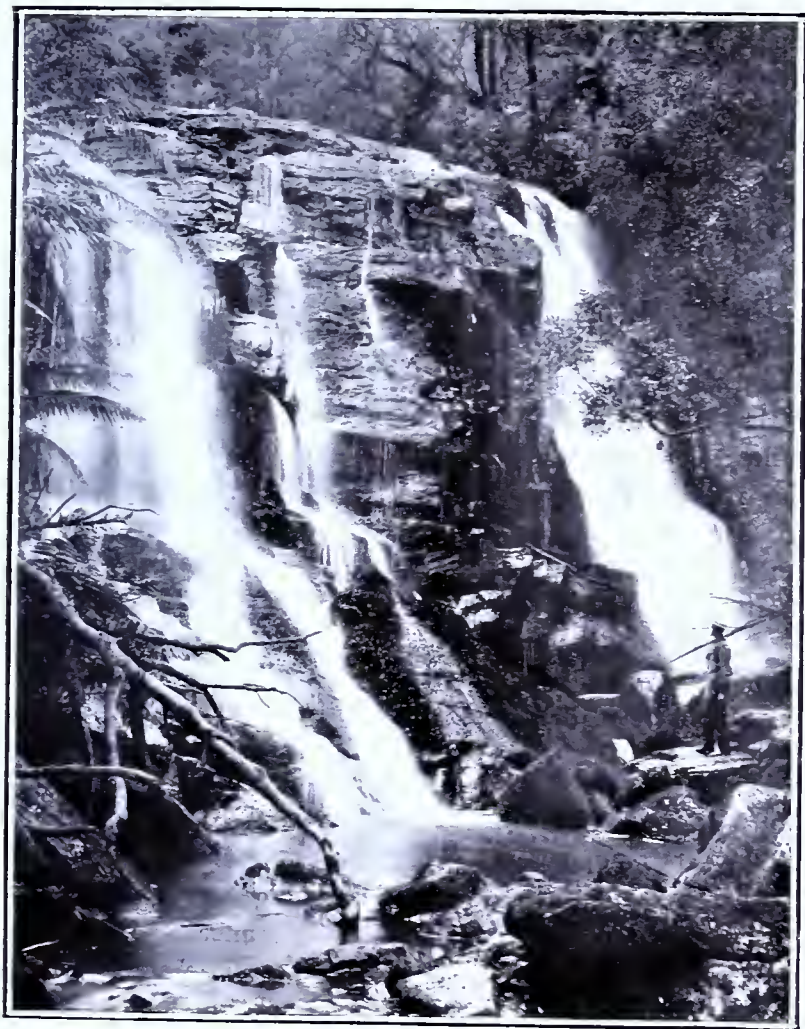
LONGFORD.

Longford, originally known as Latour, is one of Tasmania's earliest settlements. It is pleasantly situated at the junction of the South Esk and Lake Rivers. Longford is pretty and quaint. Its old stone buildings appeal to those weary of weatherboard and stucco. It abounds in fine trees, these giving singular charm to the grounds about the English church. To visitors the most important facts are that there is good accommodation, that English

trout and perch may be caught in the rivers, and that there is a fine stretch of 4 miles for those who like rowing. Deer-shooting in the back country is a special attraction.

CRESSY.

Cressy, 7 miles from Longford, lies off the railway-line, but can be reached by coach. An enthusiast writes of Cressy:—"The merits of this district as a sportsman's rendezvous can scarcely be exaggerated, for sport is as



Twin Falls, near Sheffield.

plentiful as it is varied. The kangaroo, wallaby, deer, hare, rabbit, quail, and numerous other kinds of feathered game are to be found in the outskirts, and good trout and blackfish angling can be had in the Lake River." Returning to the railway-line, and travelling northwards, we pass through good agricultural country.

HAGLEY.

Hagley has a noteworthy Anglican church, built mainly at the expense of and endowed by Sir Richard Dry, first Speaker of the Tasmanian Assembly, who at the time of his death was Premier of Tasmania. Westbury and Deloraine are important townships in a flourishing district. Each of them offers ample accommodation for visitors, and from either of them a number of interesting excursions may be made.

DELORAINÉ.

Deloraine, which is described as an English-looking town, is on the Meander, and within easy driving distance of it are such well-known beauty spots as Liffey Falls (16 miles), Chudleigh and Mole Creek Caves (18 miles), Quamby's Bluff (8 miles); and the Great Lake, the various routes to which are described elsewhere, is but little more distant. Of the Caves something will be said under a separate heading. Further on the railway-line is Railton, which, though it may not impress the passenger who views it from the window of his compartment, is a point from which a number of very attractive little excursions may be made. A coach runs daily to Sheffield from Railton, meeting every train.

SHEFFIELD.

Sheffield, which lies at the foot of Mt. Roland, 4000 feet high, is the centre of a flourishing farming district, the inhabitants of which hope to be connected at a very early date by rail with their markets. Behind Sheffield is the fertile Wilmot country, of which great things are expected when the railway-line is an accomplished fact.

The line runs on from Railton to Latrobe, the market town of a rich agricultural district.

LATROBE.

Latrobe was long the metropolis of the North-West, and it was gas-lit and prosperous whilst Devonport, Burnie, and other places right on the coast were insignificant. The Mersey at Latrobe is a picturesque stream, and the angler will be pleased to know it is well supplied with English trout. The same may be said of other rivers on the North-West Coast, as witness the following paragraph, the figures in which are vouched for by the secretary of the Anglers' Association of Latrobe:—"The following are natural, artificial, spinner, and fly individual catches for 1906 in the Mersey (one rod) for the first four months of the season:—477 trout, weighing 620 lbs.: best fish, $5\frac{1}{4}$ lbs. Largest fish taken in the Mersey, 12 lbs.: one rod, half-day's fishing, 20 fish, weighing 30 lbs.: one hour's fishing, 12 fish, $18\frac{1}{4}$ lbs."



The River Mersey at Latrobe.

From elevated points about Latrobe there are fine views of the Mersey Valley, Badger Hill, and Mt. Roland. To the visitor, the pleasantest drive in the district will probably be that which takes him to Devonport by the road on one side of the river, and brings him back by the road on the other. One of these roads, which is of comparatively recent construction, skirts the eastern bank of the Mersey: the other, on the western bank, follows the windings of railroad and river, and is singularly rich in pretty peeps, of which the best known and most fairy-like is the Horseshoe Creek. At or near high tide the Horseshoe Creek forms an ideal picture, and is amongst the fairest, though by no means the grandest, of Tasmania's river scenes. The distance between Latrobe and Devonport by the direct road on the east bank is 5 miles: by the winding road on the western one, 7 miles. The Mersey is bridged at Latrobe, and again by a swing-bridge on the outskirts of Devonport, about a mile from the post-office. In Latrobe, as in Devonport, there are a number of hotels and boarding-houses. The tariff, as set forth in the dainty little handbook issued by the N.W. Tourist Association, is 6s. to 8s. a day, 30s. to 50s. a week. Before dealing with the attractions of Devonport, just a few words concerning the Chudleigh and Mole Creek caves.



The River Mersey, near Devonport.



The King's Palace, Scott's Cave, Mole Creek.

CHUDLEIGH AND MOLE CREEK CAVES.

A SHORT branch of the Western Line runs from Lemana Junction, 3 miles from Deloraine, to Chudleigh and Mole Creek. To Chudleigh is a run of just over half an hour, and another 12 minutes takes the passenger to Mole Creek. Chudleigh has one hotel and several boarding-houses. There are two boarding-houses at Mole Creek, which is situated about midway between the two groups of caves. The resort is a popular one during the tourist season, and the accommodation is limited, so it is prudent to make arrangements beforehand. The visitor to the Chudleigh or Wet Caves is advised to take an old suit of clothes, if he thinks of making anything like an examination of so much of the underground fairy-land as is easily accessible. The caves have never been thoroughly explored, but are supposed to extend at least 3 or 4 miles. The Chudleigh Caves are at Caveside, 5 miles from Chudleigh, are reached by a good road, and impress the visitor at the very outset,

when he sees the "Ballroom," a limestone arch about 100 feet in length and 30 feet in height. Of the caves, one of the best descriptions ever published is the following, taken from West's "History of Tasmania":—

"The entrance of the principal cave, which is considerably more than 2 miles in length, is in the limestone rock, at the upper extremity of a narrow ravine, down which flows the stream which issues from the mouth of the cave and extends throughout its whole length. At a considerable distance from the entrance, light is admitted by two openings in the roof, the only ones throughout the whole extent of the cave, and when they are passed the full beauty of the scene breaks upon the visitor. Stalactites of every form hang like icicles from the roof, some presenting the appearance of inverted cones, others that of glistening semi-transparent tubes about the thickness of a pipe-stem and several yards in length. In some parts the stalactites meeting with their opposite stalagmites form pillars, in appearance supporting a roof of immense height. In other places they assume the form of elegant and flowing drapery thrown over the huge rocks which project from the sides of the caves. The fringes of this drapery, when struck by any hard substance, give forth a ringing sound, and every variety of note, high or low, according to their respective lengths. The floor is covered with stalagmites of every form, and sparkles as if paved with diamonds. If the visitor extinguish his torch, myriads of glowworms are seen to cover the roof and walls, emitting a faint blue light, and making the stalactites appear like spectres in the gloom. As the spectator proceeds new objects of wonder appear. In some places the stalactites shooting out into all directions into innumerable small fibres appear like fur-work along the roof; in others like masses of elegant drapery, extending fold above fold to the height of 30 or 40 feet above the floor to the roof. Near the entrance of the cave they are of a grey or brownish colour, but in the interior they are of a pure white. There are several chambers—some of great

beauty—which branch off from the main passage, and have been formed by the rivulet which passes through the cave.”



Mole Creek Caves.

MOLE CREEK CAVES are of like formation, and well repay a visit. At one time visitors did a considerable amount of damage to specially beautiful stalactites, but the caves are now—the Chudleigh under the care of the Deloraine Municipality, and Mole Creek (Baldock's) under

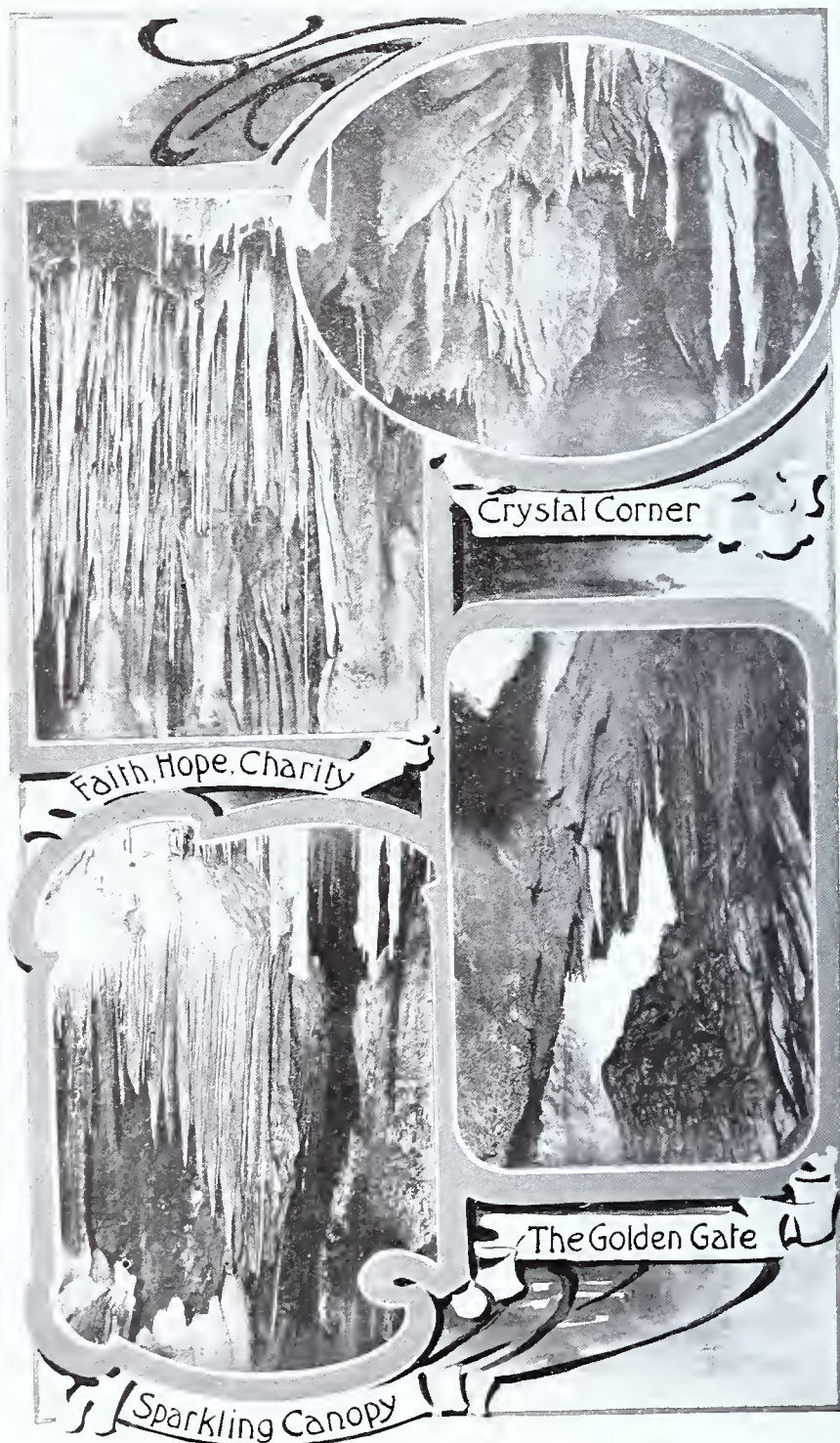
the Northern Tourist Association. In the Mole Creek district there are four distinct groups of caves that are well opened up, three of which are lighted by acetylene gas, and easily accessible to tourists, and guides are available at the shortest notice. These caves are: Baldoek's, Scott's, King Solomon's, and Marakooa Caves.

KING SOLOMON'S CAVES constitute the finest group of these wonders of nature, not merely on account of their extent, but because the varied and beautiful stalactites and stalagmites have never been injured by vandalism, and can be viewed in all their pristine attractiveness. They were only discovered in 1908, through the accident of a dog chasing a wounded kangaroo, which took refuge in an aperture in the limestone cliffs, which was subsequently found to be the inlet to these wonderful caves. They are only 10 miles from Mole Creek railway-station, and a good road from the station passes within a stone's throw of the caves, the inlet to which is 1600 feet above sea-level. Shortly after the discovery of these caves the present proprietor obtained from the Crown a lease of 50 acres of ground covering the site of the caves, and has since spent a considerable sum in providing ladder with hand-rails, flights of steps, planks, &c., to facilitate exploration. The most beautiful growths have been protected, and the caves are lit from end to end with an acetylene gas installation. Advantage was taken of the presence in Tasmania on a holiday trip of the caretaker of the celebrated Jenolan Caves, in New South Wales, to arrange for him to make an inspection of and furnish a report upon the King Solomon's Caves, and he had no hesitation in stating that, in their natural state, the latter were the finest caves he had seen in Australia. Among other discoveries that have been made is that there is an outlet 600 feet lower down the hillside than the inlet, the distance between the two being a mile and a quarter. There is an immensity of possibility, and further exploration will disclose fresh wonders, as the portion explored is but one-sixth of the area awaiting investigation. Apart from the natural wonders of the caves already opened,

there is a cave called the Graveyard, on account of the number of animals' bones it contains; some are partially embedded in the limestone floor, and amongst them are bones of a giant kangaroo, now extinct in Tasmania. The proprietor of the caves has erected a large accommodation-house at Mole Creek station, and a vehicle service runs to the caves whenever required.

The entrance to King Solomon's Caves is located between huge limestone rocks, the aperture being about 6 feet by 8 feet. By travelling 40 feet down a gradual incline the first landing is reached. Here an artificial platform has been constructed, which leads into a richly decorated alcove known as the Tea-rooms. From here a further descent of about 30 feet is made, at the end of which is the Mammoth Cave. This cavern is about 100 feet in length, 25 feet wide, and 60 feet high, and is profusely adorned with stalagmites and stalactites, some massive and others delicate and fragile, but all richly studded with crystals which sparkle like so many diamonds. Near the centre is a massive terraced stalagmite, which towers up to a height of about 35 feet, gradually tapering off to a narrow point.

A thousand tints are reflected from it, and its beauty is heightened by a number of translucent stalactites hanging from above. Several shawls, a mass of brilliant colour, hang down in graceful folds from the ceiling, while the walls are decorated with thousands of beautiful stalactites. The whole of the cavern can be viewed from a railed-in platform, and the scene presented by these gorgeous cave embellishments sparkling beneath the rays of the powerful acetylene gas lights is one that defies adequate description. Descending further down the incline the King's Palace is reached, where rows of massive pillars richly ornamented rise up as if to support the roof, which is covered with a myriad of miniature stalactites of amber, cream, terra-cotta, and numerous other tints. Returning to the main cavern, and branching off to the right through a natural bower lined with beautifully tinted stalactites, a series of smaller but equally magnificent caves is met with. At the



KING SOLOMON'S CAVES.



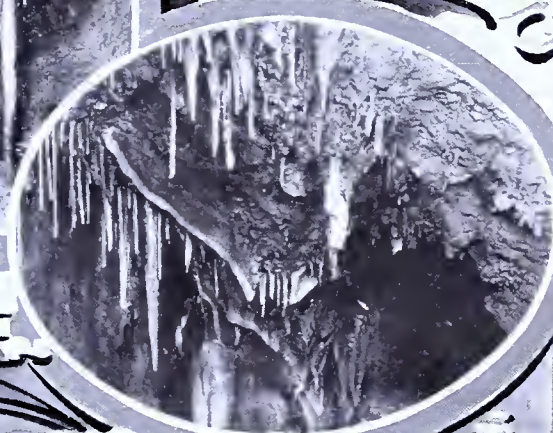
Egyptian Canopy



Gem of the West



Mums Bower



Entrance Alexandra Bower

KING SOLOMON'S CAVES.

entrance to the first one—the Lover's Bower—is the strikingly realistic form of a woman. The figure, which is life-size, is in a sitting posture, and the head, the white, flowing hair, indeed, the whole body, is wonderfully well formed. Another cavern has been named the Bacon Factory, on account of the remarkable resemblance of a very large number of the stalactites to fitches of bacon. Others also hanging from the roof appear like long strings of mammoth sausages. In another cavern—Little Nellie's Grotto—is a small grotto, beautifully adorned with diminutive translucent stalactites and stalagmites and sparkling crystals. St. Paul's Dome is another wonderful formation. It is a domed stalagmite, estimated to weigh from 300 to 400 tons, and is a dazzling mass from base to summit. But even this is rivalled in beauty by a stalagmite growth named Caesar's Throne. This is formed by two lofty pillars rising to a height of about 40 feet, with a massive seat between, the whole sparkling as though studded with a million diamonds. In some of the caves about 80 yards away from those above described, the stalactites and stalagmites are entirely different. The stalactities occur in the form of projections from the walls, and are mostly of an amber tint. They appear in fantastic forms, and present a scene of marvellous beauty. The fact that all the caves are dry adds to the attractiveness of what has been described as "the wonderland of Tasmania." Space does not permit of a detailed description of the numerous natural wonders, but among the prettiest sights are the Grand Shawls and Queen Alexandra Shawls. Then there are the Alexandra Bower, the Alexandra Pincushion, and the Alexandra Diamond Mantle. There are numerous bowers besides those mentioned above: a Liver Column 54 feet high; the Egyptian Canopy, the Sparkling Canopy, and many other formations of interest. How extensively the limestone formations have been honeycombed with caves is evidenced by the fact that during the 10-mile drive from Mole Creek station numerous depressions, some of large extent, can be seen

showing where portions of the earth's crust have collapsed into the dark, weird chambers and mazes that exist below.

Through the tourist season motor trips are organised by the Tourist Association to these caves, full particulars of which are always advertised in the daily press. To the lover of the picturesque, to the angler, and to the man whose gun is his delight, the cave district is attractive. The mountainous country delights the eye, whilst fish and game are abundant. Amongst the points of interest are the Alum Rocks, forming a magnificent gorge, through which the Mersey runs 500 or 600 feet below the summit. Then there are the Chudleigh Lakes, 12 miles from Mole Creek. These lakes are on a mountain plateau some 3500 feet above sea-level, and consist of about 40 small tarns, which are drained by the Fisher River. Like most Tasmanian waters, they are well stocked with English trout. Those who wish to visit these interesting lakelets can secure the services of a guide.



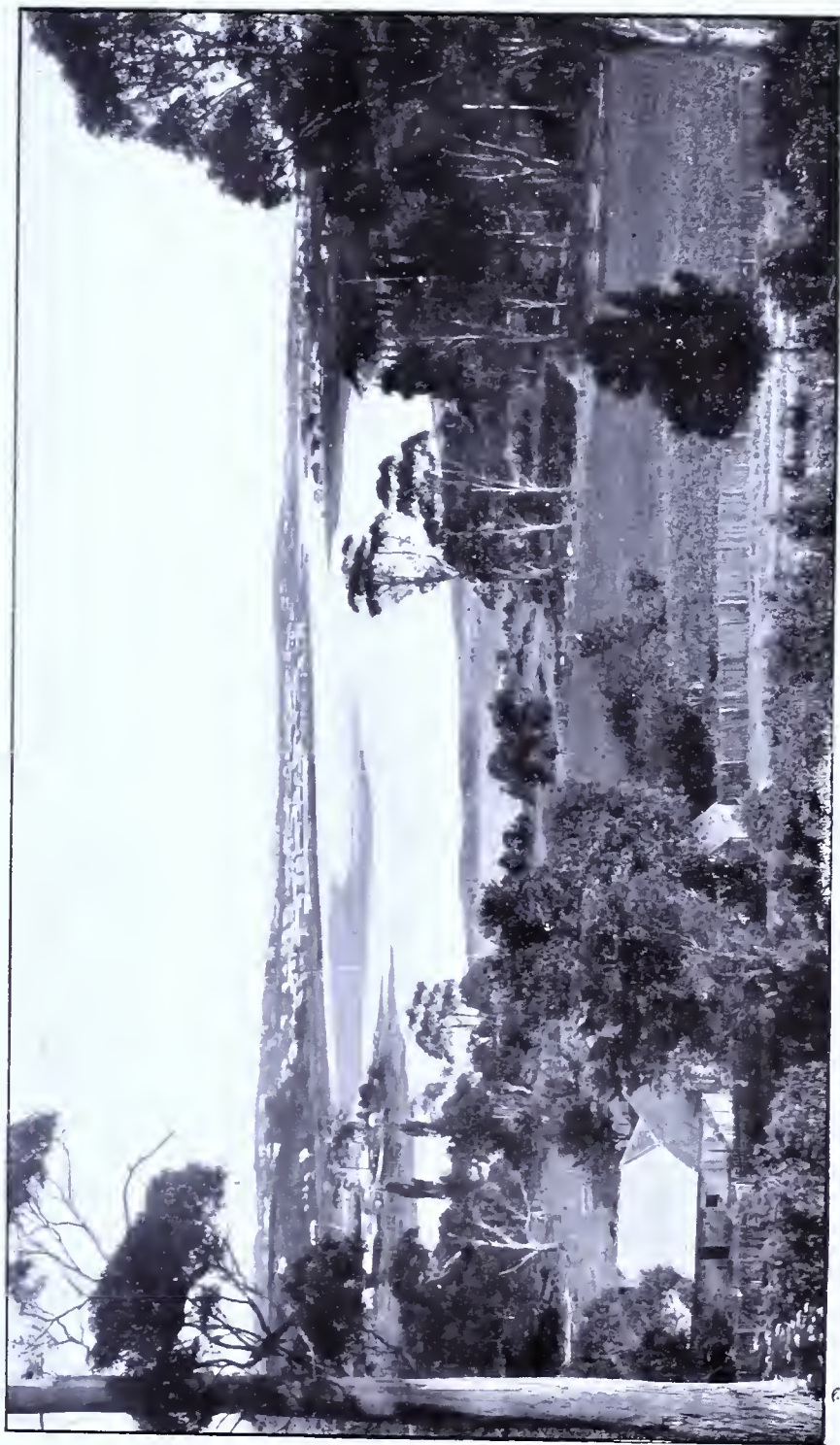
Alum Rocks.



Devonport from the South.

NORTH-WEST COAST.

THE inhabitants of this part of Tasmania claim, not unjustly, that "it enjoys the temperate summer climate of England and the genial winter warmth of the south of France." The scenery of the coast proper is beautiful and varied; more than that, it may be studied in detail by the most indolent. From the deck of the coastal steamer running between Devonport and Stanley the constantly changing picture can be enjoyed by the invalid whilst he drinks in the life-giving ozone. The cyclist to whom vigorous exercise is a delight cannot desire a finer nor a more picturesque road than that skirting the coast, and on which the principal points are Stanley, Wynyard, Burnie, Ulverstone, and Devonport. Or again, those who wish to travel by land, but to do so at their ease, can go from Devonport to Myalla by train—the line following the sea throughout—and then on by a coach road, which does the same. To those who go direct from sun-blistered plains to the North-West there will be abundant delight in contemplating the rich verdure, in noting the many



DEVONPORT FROM THE SOUTH-WEST.

tiny rivulets, and in crossing the estuaries of the frequent rivers. The hawthorn and blackberry hedges, albeit the latter is a pest to the agriculturist, add much to the charm of the country, and give it that "English" aspect so grateful to those whose earliest recollections are of Old World meadows skirting shady lanes. For parties a pleasant way of seeing the district is to hire conveyances, which may be had at very reasonable rates.

DEVONPORT.

Devonport is essentially modern. To those who want a summer playground for the children it has noteworthy advantages. The sandy beach at the Bluff, about 15 minutes' walk from the town, is a charming spot, where a wealth of indigenous trees provide shade for the elder folk, the while the juveniles enjoy mixed bathing. The Municipal Council has a caretaker, and pleasure-seekers obtain water, hot or cold, without trouble. On the opposite, or east, side of the river Pardoe Beach extends mile after mile, and a gallop or a drive on its sands is an exhilarating experience. And from the standpoint of those who think of spending weeks in the place, the fact that the town is lit by electricity and is well supplied with water is of moment. Devonport has a club: also a library containing some 3000 volumes, all of which are comparatively recent purchases. East Devonport has swimming baths, and golf-players will hear with satisfaction that they are well catered for. The old links are in East Devonport, within easy reach of the ferry, and are picturesquely situated, "the surf breaking on the boundaries of the ground." The new links are near the Bluff, and the Council is uniting with local players to make them all that can be desired.

Three miles from Devonport, on the main coast road, is the Don township, on the Don River, the centre of a pretty district, much of which is under cultivation and yields excellent crops. In the Don River, as in the Forth River, 4 miles further on, there is fishing, and those in



REIBEY STREET, ULVERSTONE

search of quiet retreats away from the houses which summer visitors most frequent will find what they require in either of them. The Forth township is prettily situated, and accommodation may be obtained there.

ULVERSTONE.

Ulverstone, near the mouth of the Leven, is a popular resort. It offers accommodation of a thoroughly satisfactory sort, and those to whom this is a consideration can be catered for as reasonably as in any part of the State, the prices quoted ranging from five shillings a day or a guinea a week upward. To visitors the special attractions are the excellent fishing (in fresh and salt water), the fine sandy beaches, and the river, navigable for 8 or 9 miles from the town. The river scenery is charming, and residents have been enterprising enough to clear spots where it is easy to land and pleasant to picnic. Of special note is the rocky gorge, known as "Leven's Gates," where the river makes its way between precipices hundreds of feet high. Then, too, there is a waterfall, with a leap of some 60 feet, on the Gawler River, some 7 miles from Ulverstone. Barren Hill, with an elevation of 1500 feet, is 9 miles from the town. From its summit there is a fine view of the Leven flowing beneath the Black Bluff, of Mt. Roland, of Valentine's Peak, and Cradle Mountain.

CASTRAL.

Castra, where in 1867 Colonel Crawford, a retired Indian officer, induced the Government to set aside a block of land containing 50,000 acres for selection by retired Anglo-Indian officers, is back from Ulverstone. As may be supposed, those who settled the land soon found that, for men of their stamp, the purchase of a selection on which the rough work has been done is far wiser than a struggle with the primitive bush. But as a result of the experiment the Coast has a considerable number of Anglo-Indian families scattered about it, and as they find the climate and the life congenial, the number steadily increases.



THE LEVEN RIVER AND DIAL RANGE, ULVERSTONE.

PENGUIN.

Penguin, 8 miles from Ulverstone, and prettily situated right on the shores of the strait, has a number of admirers who visit it again and again. Its rocky beaches are attractive, it is quiet (though by no means isolated), and the tourist is made very comfortable either at hotel or boarding-house.



Main Street, Penguin.

BURNIE.

Burnie, formerly known as Emu Bay, charms all who approach it by water, and the agreeable impression created is not dispelled, as is that made on the traveller who, after seeing one of the Mediterranean bays—to which Emu Bay bears some resemblance—lands, to be stifled by hot winds and to be sickened by evil smells. Burnie has the genial climate of the coast, and offers accommodation which satisfies the most fastidious. It has a station from which a private company runs trains to the West Coast, which is dealt with under a distinct heading. Nine miles from Burnie, on the private line, are the Guide Falls, with a drop of



PANORAMIC VIEW OF PENGUIN.

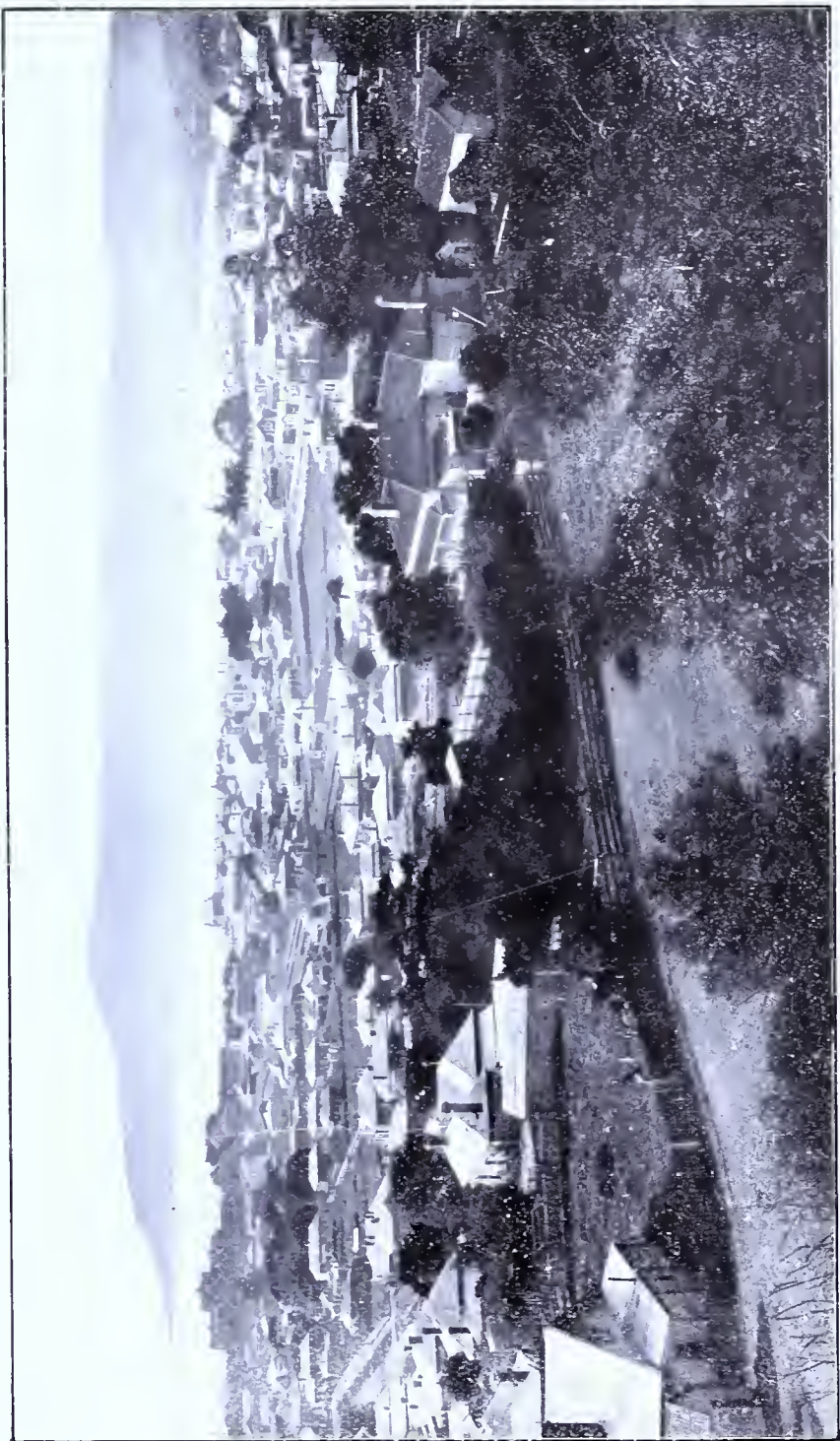
about 80 feet, in surroundings so attractive that the spot is a favourite one with picnickers. A little further on are the Darling Falls (200 feet). There is fishing in the Emu and in the Blythe River. Five miles up the latter are the Blythe Iron Fields, the rich ore of which will some day give the district a large and busy population.

WYNYARD.

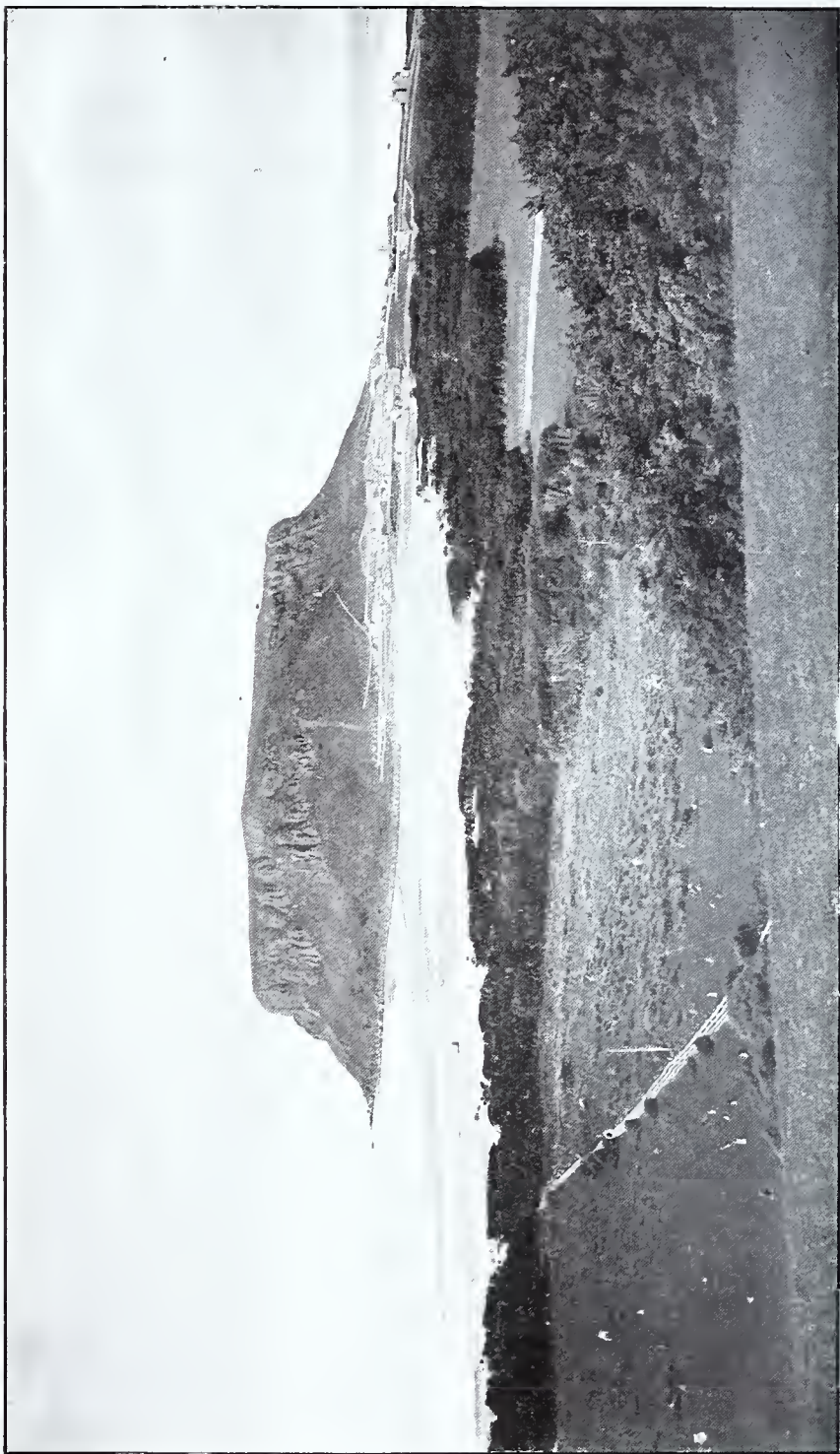
Wynyard, 12 miles from Burnie, is reached by rail, and from Myalla on to Stanley there is a daily coach. The ride to Wynyard, which, by the way, was known as Table Cape, is popular, as the line runs close to the waters of the strait. Five miles from Burnie is Somerset, on the Cam. The river is worth fishing, and the pleasant little township has figured in the annals of the sawmilling industry. Wynyard is on the estuary of the Inglis River, and has ample accommodation for those who are not anxious to put up at houses in centres patronised by the main body of tourists. Two fine hills, free of timber, lie between the township and the headland, and form a feature of the landscape, as seen from the water. The main road on to Stanley, formerly Circular Head, runs for miles by lofty cliffs with precipitous heights on the right and deep descents to the strait on the left. About 6 miles from Wynyard is Flowerdale, the centre of an agricultural district.

STANLEY.

Stanley is on a peninsula, and lies at the foot of the "Nut." This headland is a precipitous mass of greenstone, 478 feet high. On the top is a well-grassed tableland some 80 acres in extent. The ascent is steep, but those who make it are rewarded by a view which extends eastward as far as the mouth of the Tamar, and westward to Cape Grim, and includes the Barren and the Hummock Islands. Stanley has the advantage of being the nearest to Melbourne of all the Tasmanian ports—but the advantage is too slight to be of any practical importance till the



BURNIE



STANLEY, CIRCULAR HEAD.

population of Tasmania is vastly greater and fast steamers run in competition to the various ports. Meanwhile tourists find the long beaches, on which rare shells may be found after a storm, the bathing, and the sea-fishing attractions sufficient to bring a number of them to the various hotels season after season. Those who care to go to the Black River, 8 miles off, will have an opportunity of filling their baskets with the easily caught blackfish, and round about Stanley there is plenty of good shooting.

Comparatively few visitors push on from Stanley to Duck River, which, thanks to our unfortunate habit of changing the names of townships, and that very often for the worse, is also known as Smithton. However, those who wish to do so can make the trip by the mail coach. Those more adventurous still can visit Montagu, where a settlement was made 50 or 60 years ago, but which is still far from the beaten track; and a visit may be arranged to Robbin's Island, the home of the too luscious mutton-bird. Twenty-four miles beyond Montagu is Marrawah, a fine grazing district of some 16,000 acres.



Strahan, Macquarie Harbour.

THE WEST COAST.

THE guide-book of little more than 20 years ago warned the visitor to shun the West Coast, unless he chanced to possess the spirit of a pioneer explorer. There has been a startling transformation, and to-day those who make the tour of the West Coast see some of the grandest scenery in Tasmania, and see it without discomfort of any sort. The finds of the prospectors who were working away then, in spite of much discouragement, have wrought the change, and, it is hardly necessary to say, that for the geologist and the mining investor the West Coast has an interest quite apart from the artistic charm of its myrtle forests, fern gullies, lofty mountains, and fast-falling streams with their glorious waterfalls. Politically and socially the West Coast has a character of its own. It forms part of Tasmania, its population is part Tasmanian, but is largely drawn from the mainland States, and, owing to the facilities for water-carriage between Melbourne and Strahan, it does no inconsiderable part of its business with the Victorian capital.

Those who wish to visit the West Coast can do so either by land or water. There are steamers from Hobart and from the northern ports, and there is rail from Burnie.

The tourist who wishes to see Zeelhan and its sister towns of the western mining fields takes train from Burnie, and travels to Guildford Junction. There those who have



Waratah and Mount Bischoff.

leisure branch off for Waratah, the town of the far-famed Bischoff Mine.

MOUNT BISCHOFF.

Mt. Bischoff has been styled a "mountain of solid tin," and the mine which bears its name has paid dividends with a regularity which has justified the name, and which has given the little town which stands some 2000 feet above the sea a staid bearing in striking contrast to that of the mushroom mining camp. From the summit of Mt. Bischoff there is a fine view of a big sweep of country. Waratah affords comfortable accommodation, and a visit to the Mt. Magnet Mine is interesting, and makes a pleasant little excursion.

MOUNT FARRELL.

In travelling on from Guildford Junction to Zeehan, which is 88 miles from Burnie, the Pieman River is crossed, and some exquisite scenery is noted. Little tributaries of the Pieman flow hundreds of feet below the level of the line. The gullies are glorious with ferns, gigantic trees tower heavenward, and there is a luxuriant growth of underwood. A steel-rail steam tram 6 miles in length connects Mt. Farrell with the Emu Bay railway, 25½ miles from Guildford Junction, and follows the Pieman River Valley for the greater part of the way. When nearing the township glimpses are got of pretty reaches of the river, and within half a mile of the township the tramway crosses the Mackintosh River just above its confluence with the Murchison. From the township an ascent of Mt. Farrell, about 1600 feet high, can be easily made. A lovely lake (Lake Herbert) fringed with timber and scrub, nestles in a basin near the top of the mountain.

ROSEBERY.

Rosebery, 71 miles from Burnie, is most picturesquely situated near the foot of Mt. Murchison, which eastward rises majestically to a height of about 4200 feet, while northward is Mt. Black, heavily timbered to its very summit.

RENISON BELL.

Some 9 miles before reaching Zeehan, the train from Burnie passes the township of Renison Bell, the centre of the North Dundas tinfield. It is only during the last two or three years that this field has attracted any attention from outside capitalists, but the magnitude and richness of its lodes have now been proved, and the output of tin is rapidly increasing. At present only small batteries are working, but with the erection of adequate plant it is confidently expected that the field will maintain an output of tin closely approaching, if not equalling, that of any other tinfield in Australia. Rich tin mines are also being

opened up at the Stanley River district, a few miles northward from Renison Bell.

ZEEHAN.

Zeehan, the metropolis of the West, ranks as the third town in Tasmania. Main-street has a length of over 2 miles. It is a well-macadamised thoroughfare, bordered



Zeehan.

by wide asphalted footpaths. The School of Mines, which is affiliated with the Tasmanian University, plays an important part in the town. The district is eminently suitable for such an institution, owing to the variety of ores worked giving special facilities to its students to attain a wide knowledge of the mining profession in its different branches. The school museum, which contains many unique and valuable minerals, is daily open for inspection. The lodes of the Zeehan field are mostly



THE RING RIVER FROM NORTH-EAST DUNDAS RAILWAY.



MONTEZUMA FALLS. NORTH-EAST DUNDAS RAILWAY.

small, but rich, the galena being unusually argentiferous. The chief mines are within easy distance of the town, and arrangements can always be made for visits over the surface workings and "below ground." There are many pleasant short trips to be made around the town. The ascent of Mt. Zeehan (over 3000 feet) is a comparatively easy one, the splendid view of the surrounding land and seascape from the summit well rewarding the climber. Due westward extend some 16,000 miles of unbroken ocean to the coast of South America. Northward and southward the coast-line can be followed for many miles, Cape Sorell Lighthouse, near the entrance to Macquarie Harbour, showing out distinctly, while inland the hundred and one peaks of the West Coast mountain ranges raise their bold, bare heads.

DUNDAS.

Six miles from Zeehan, and connected therewith by railway and road, lies the little mining town of Dundas. Its mines produce silver-lead ores, and latterly tin has been discovered in payable quantities within half a mile of the railway-station. Dundas mines have given to the mineralogist some of the most beautiful and rarest lead-minerals known, such as crocoite, cerussite, anglesite, and dundasite, the last named so called after the field, which is the only place where it has been discovered. The Dundas railway-line terminates at Maestries, about a mile further on than Dundas town. From Maestries the excursionist can make delightful mountain trips to the summits of Mts. Dundas and Read, and on (if two or three days can be afforded) by good pack-track to the lovely lake country in the vicinity of Mts. Tyndal and Sedgewick.

NORTH-EAST DUNDAS LINE.

One of the prettiest trips on the West Coast is that from Zeehan to Williamsford, along the North-East Dundas 2-foot gauge tramway or mountain railway. From Zeehan to the summit of Confidence Saddle (1550 feet



THE HENTY RIVER. WEST COAST.

above sea-level) the line rises 1015 feet. As it winds, ever ascending, along the sidelings of the steep hills to the heads of the deep gullies it has to circumvent, the traveller views some of the grandest scenery imaginable. The line passes quite close to the noted Montezuma Falls, which are 340 feet high, and form one of the most picturesque sights of Western Tasmania. From the Williamsford terminus of the railway, the Hercules Mine self-acting haulage line for ore runs right up the face of the mountain, rising 1700 feet in its length of a mile. A good pack-track also affords communication to Mt. Read, where a small township exists and hotel accommodation is obtainable. Other places of great interest from a scenic point of view can be reached from Mt. Read, and principal among these is the Lake Dora district, some 6 miles eastward.

HENTY RIVER.

The tourist leaving Zeehan for Strahan by train—29 miles—crosses the Henty River, about 16 miles from Zeehan. The river is surpassingly pretty, and a day spent in exploring it will prove enjoyable. A splendid picnic ground has been prepared there, and rowing-boats can be obtained from the Western Tasmanian Tourist Association for trips up and down the river.

STRAHAN.

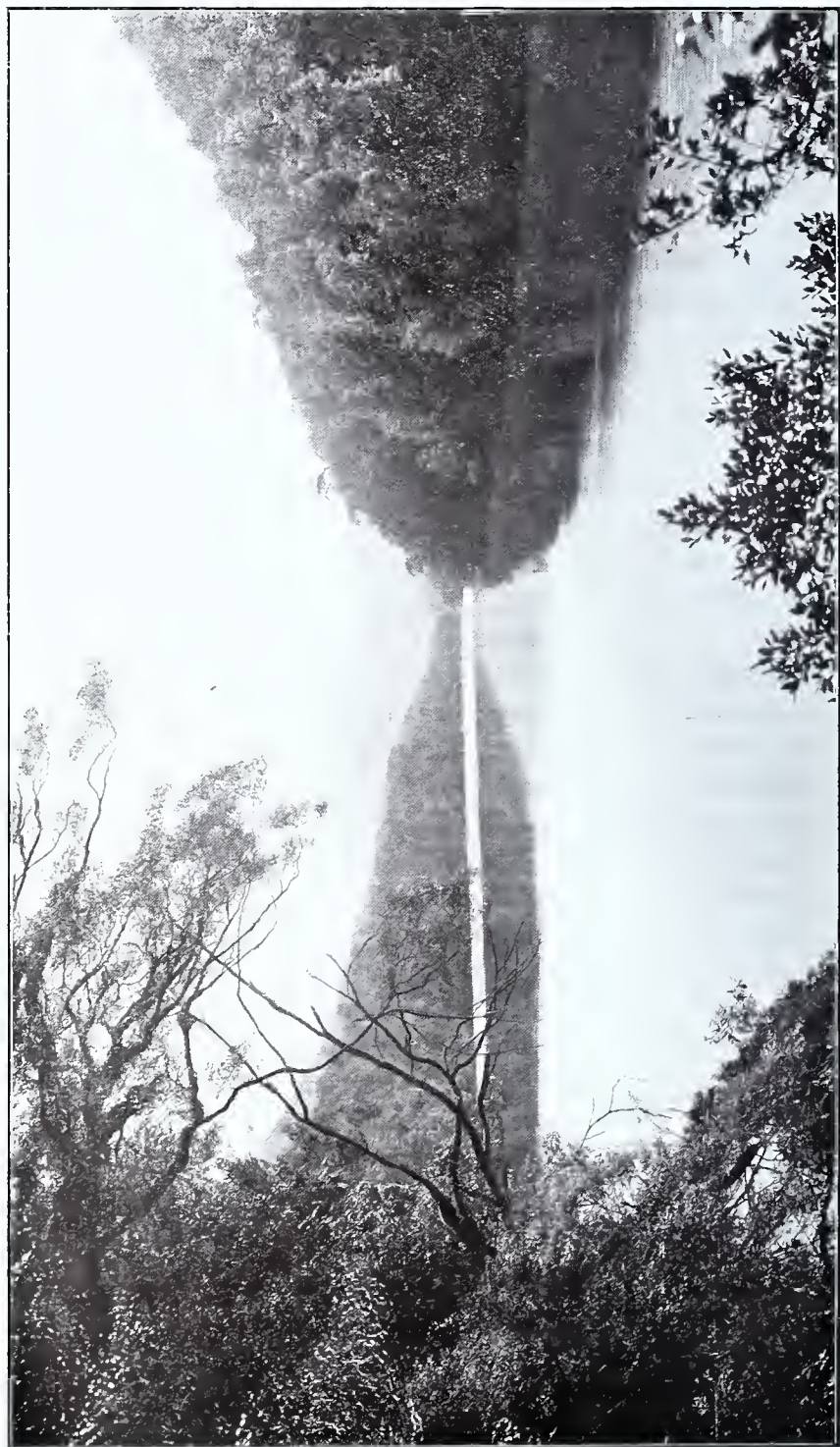
The port of Strahan, 29 miles from Zeehan, lies at the northern end of Macquarie Harbour, a fine sheet of almost land-locked water, with an area of about 100 square miles. It is entered by a narrow passage—less than 200 feet wide—between what is known as Entrance Island and the mainland. In the vicinity of Strahan are many interesting spots, one of the principal being the People's Park, about 70 acres of primeval forest, through which runs a creek with a pretty waterfall, which is well worthy of inspection. From Strahan many enjoyable excursions can be arranged, including those to the King River, Macquarie Heads, and the Gordon River.

SETTLEMENT ISLAND.

This pretty little island lies about 18 miles south of Strahan and 3 miles from the mouth of the Gordon River. To the west lies the low strip of land separating the harbour from the ocean, while to the east rise a succession of conglomerate-capped mountains. The two hours' steaming necessary to reach it are full of interest.

GORDON RIVER.

The Gordon River is about 21 miles from Strahan. Until the last few years the wonderful beauties of this noble stream had been but little known, but with the easier means of access now available the trip up this river is becoming yearly more popular. For some little distance after entering the river the banks are fringed with a handsome foliaged water-plant, and further up on the rocky sides the famous Gordon Lily is to be found. As the ascent is made the shores change from low, lightly-timbered land to steep, forest-clad mountains and limestone cliffs, each bend in the river opening up a lovelier view than the last. Limekiln Reach, some 12 miles from the mouth, is a grand stretch of water, but even it is surpassed by what is known as the Long Reach, where for a length of about $2\frac{1}{2}$ miles the river flows straight and strong from 250 to 300 yards wide between high hills densely covered with forest trees and undergrowth of all the varied tints of green. The light, feathery foliage of young Huon pine enlivens the more sombre hues of the sassafras, myrtle, and eelery-top, and with the stretch of glassy deep water so hemmed in with hills and mountains as to look like a long narrow lake, reflecting in all their vividness the beauties of the surrounding ranges, make the scene most enchanting. At about 18 miles up the Marble Cliffs are reached. These rocks rise precipitously on the left bank of the river for a height of about 100 feet and for a length of 300 to 400 feet. About 25 miles up the river are the Sir John Falls, which form one of the many attractions of



THE GORDON RIVER.



UPPER FALLS, GORDON RIVER.

the river. Here the excursionist, after rowing a short distance up a small creek, emerges into a pool of troubled water, into which plunges with a resounding roar an almost



The Marble Cliffs, Gordon River.

sheer fall of water 60 to 70 feet high. The fall in any setting would be fine, but with its surrounding of bold cliffs and virgin forest it forms a picture more than passing fair. Still, it is outdone in loveliness by the Upper Falls and Diana's Basin, some 200 yards further up the creek.



SIR JOHN FALLS

An accommodation-house, recently erected by the Western Tasmanian Tourist Association, towards the head of the river, in close proximity to the Sir John Falls, provides an excellent shelter to tourists, and adds greatly to their comfort.

QUEENSTOWN.

Queenstown is familiarly known as the "Copper City" of Tasmania, owing to its being the centre of the smelting



The King River.

industry of the Mt. Lyell Mining and Railway Company Limited. It is reached by trains, having modern and well-appointed carriages, running on that company's chief line of railway, which connects with the Government line at Regatta Point, a mile from the station at Strahan wharf. The railway skirts the foreshore of Macquarie Harbour for about 3 miles, passing several compact farms, which produce vegetables and small fruits for the con-



KING RIVER GORGE, MOUNT LYELL RAILWAY.

sumers on the mining field. It then follows the sinuous course of the King River for 8 miles, through natural



Fern Gully near Mount Lyell Railway.

scenery unsurpassed for grandeur, picturesqueness, and charming variety. The densely-wooded heights on either side of the river, always beautiful with manifold tints of

green, and lit up with luxuriant foliage in the spring and early summer, are mirrored in the stream, and appear like a scene in fabled fairyland. Close to Dubbilbarril Siding, which is the starting-point of the famous Abt or rack system of railage adapted for crossing the mountain into the valley of the Queen River, an excellent view is presented of the romantic King River Gorge, and beautiful glimpses of the mountains in the background are obtained whilst the train is in motion up the height. Before reach-



The Abt Rack System, 1-in-20 Grade, Mount Lyell Railway

ing, by a 1-in-20 gradient, the summit of the divide at Rinadeena, and in the vicinity of the Gorge, a park is being laid out on a fairly spacious flat bordering on the King River by the Mt. Lyell Tourist Association, as a playground for the smelting and mining folks. Down from Rinadeena until the Queen Valley is encountered, the grade is 1 in 16, the length of the Abt section being over 4 miles. Lynchford, a suburb of Queenstown, and the earliest settlement in the district, called after Mr. Con.

Lynch, the pioneer gold discoverer, is passed about $2\frac{1}{2}$ miles from the railway-station of "Copper City."



Crossing the King River.

Although for miles around the town the forest has been felled for fuel for the Reduction Works or destroyed by-



LAKE DORA. WEST COAST.

bush fires, and therefore the charming verdant scenery has been left behind, the run up the valley is not uninteresting, for the bold and rugged mountains are now in full view, standing like grim sentinels over the substantial settlement, and the dense smoke from the furnaces is curling away in the far distance. When occasionally snow-capped in winter, and when frequently played upon by changing lights at all seasons, these great rock-masses possess a peculiar fascination for most people.

Queenstown is a progressive and prosperous community of about 3659 people, and though hardly 20 years old, it enjoys many of the appurtenances of modern civilisation not found in much older and larger towns. The homes of the residents are mostly well built, and certainly well kept. The municipal organisation is quite up to date, with its copious water-supply, underground drainage, efficient sanitary system, well-equipped and admirably-trained fire brigade, and excellent roads and footpaths. It used to be assumed that because of the sulphurous fumes emitted from the continuously smoking chimneys at the Reduction Works, which are a mile from the centre of the town, that it would be labour in vain to attempt to establish gardens, in spite of the comparative success attending the efforts in this direction of a very few enterprising residents; but during the last two or three years flower and vegetable plots have been cultivated by many of the inhabitants, and shortly there should be an abundant supply of locally-grown blooms for internal decoration. Rarely the sulphurous vapours cause any unendurable inconvenience in either Central or South Queenstown, which are the more populous parts. The climate is healthy, as is proved by the comparatively low death rate, bad epidemic diseases being almost unknown during the last 10 years, owing chiefly to effective municipal control in the right direction. The town boasts five churches, two State and several private schools, musical and friendly societies, literary and technical clubs, a ministering children's league, ath-

letic and racing clubs, and fine hotels and accomodation-houses.

The Mt. Lyell Company's Reduction Works, where the most modern economic and scientific methods for the treatment of copper, silver, and gold bearing ores are in vogue, furnish the principal attraction for visitors. They have deservedly won a world-wide reputation. Located at the head of the Queen Valley, they are the pulsating heart of a comprehensive and ably-directed system of railways, tramways, and aerial ropeways, which keep them supplied with the requirements for their ramified operations. A visit to these works, always courteously permitted, is both instructive and interesting. About 1000 men are constantly employed in the various departments, and it is a tribute to the skill and fair treatment of the management, as well as to the contentment and good sense of the employees, that such magnificent returns have been secured. No enterprise in the Southern Hemisphere has been better conceived, more ably directed, or more successfully carried on. A concrete illustration of its success is embodied in the statement that $4\frac{1}{2}$ millions of tons of ore have been treated, over 122,912 tons of blister copper (containing silver and gold) have been produced, and the handsome sum of £2,766,574 has been distributed in dividends. And the years of fulness and prosperity have not all been left behind. Truly, Queenstown is a place worth visiting.

GORMANSTON AND LINDA.

Gormanston and Linda are less than 2 miles distant, across the mountain, where the mines are situated, although to reach these towns by road 4 and 5 miles respectively have to be travelled. Coaches make frequent trips daily from Queenstown. The road winds round the lofty spur which connects the mountain masses of Owen and Lyell, and excellent views of deep gorges and precipitous heights can be obtained from many coigns of van-

tage *en route*. However romantic the scenes may appear to visitors, the almost complete absence of vegetation renders them unattractive and monotonous to the dwellers, who, unfortunately, live in the prevailing track of the sulphurous exhalation from the smelters. Gormanston, which is the original town on the Mt. Lyell field, sprang up around the parent mine. Linda is a mile distant, at the head of the valley of that name, and at the foot of the rising ground upon which the North Lyell, Lyell Blocks, Lyell Consols, and other mines are situated. It is the inland terminus of the North Lyell Railway, which runs for 28 miles past Mts. Owen, Huxley, Jukes, and Darwin, along the King and Darwin Valleys, to Kelly's Basin, at the head of the Macquarie Harbour. The population of the two towns is probably 5000. About 1200 men work in the various mines, 1000 of whom are employed by the Mt. Lyell Mining and Railway Company Limited. The municipal organisation is well directed. Gormanston and Linda do not appear to have the stability of Queenstown; but it must be remembered that the existence of the two centres is interdependent: without the mines there would be no reduction works. The chief places of interest to visitors are the Mt. Lyell and North Lyell Mines, which are well equipped and managed, and the concentrating mills at the Blocks and Consols Mines, where cupriferous clays are treated. Those who are fond of mountain-climbing will be well repaid by the ascent of Owen or Lyell or Sedgwick. From the summit of each magnificent panoramic views may be obtained in all directions, and numerous glistening lakes or tarns in the highlands can be seen on clear days, in addition to glimpses of Macquarie Harbour and the restless Southern Ocean.

PILLINGER.

This is the marine terminus of the North Lyell Railway, which was constructed by the North Lyell Company (now merged in the Mt. Lyell Mining and Railway Company)



KELLY BASIN.

when it undertook its abortive smelting enterprise at Crotty, which nestles under Mt. Jukes, about 12 miles from Linda. Crotty promised great things, which did not materialise, and is now almost a ruin, but may come again. The railway is well constructed, but beyond being used for excursions and for the hauling of timber-supplies for the mines, it is at present seldom operated more than once or twice a week. It passes through some fine scenery, especially for the last 10 miles into the Basin, where the little settlement, once so busy and prosperous in the palmy days of the North Lyell Company's considerable but misdirected venture, fringes the water's edge, and, except when the miners and their families disport themselves there on holidays, is as peaceful and quiescent as "The Deserted Village" of poesy. Historic Settlement Island is only a few miles out in the harbour, and it can be reached by motor-launches or sailing boats that are available at the Basin, which is also frequently made the starting-point of excursions to the Gordon River, a noble waterway whose grand scenery even surpasses that of the King River. A few miles from the Basin, along the railway, are some five caves in the Silurian limestones. It is proposed to have these explored and made accessible for tourists.



Motor Club Turn-out.

CYCLE AND MOTOR CAR.



HE cyclist can spend a particularly pleasant holiday in Tasmania. He can ride from Stanley, the remotest of the ports on the North-West Coast, to Launceston, and from Launceston to Hobart, on roads over which races are constantly run, and on which capital records are made. The island owes much of its charm to its many mountains, and it follows that the wheelman who wishes to explore it all thoroughly must be prepared to face a few sharp pinches. In the very brief notes on various routes which are appended, the more formidable of these are indicated. Of the scenery, the hotel tariffs, and so on, nothing is said here, because information concerning them has been given in the earlier pages of the book, and by referring to the index the cyclist can possess himself of it without any difficulty. It may, however, be worth while to repeat that the ordinary charge at the country hotel is 1s. 6d. for meal or bed, though a few houses charge as much as 2s., and a few as little as 1s.—at any rate, for the meals.

The cyclist who brings his own machine has no longer any trouble with the Customs, interstate free trade having done away with the necessity for certificates and all the formalities connected with them. However, riders do sometimes come without their own machines, and those who do so can hire one for 5s. a day, or at from 15s. to £1 a week. The charges for bicycles accompanied by riders on the Government railways are:—Up to 12 miles, 6d.; 13 to 20 miles, 9d.; 21 to 30 miles, 1s.; 31 to 50 miles, 1s. 6d.; 51 to 100 miles, 2s., and 6d. for each additional 50 miles. A useful cycling map can be had for 2s.

Motoring has become a popular pastime in Tasmania, and those who bring their own cars declare themselves more than satisfied with their experiences. But a good deal of travelling by car is done on other lines. The Tourist Association now organises trips run by large cars, which take parties of visitors right off the beaten track. These trips have proved thoroughly enjoyable, and of course they reduce the cost of motoring very materially indeed. In addition to that, one or two firms are now letting motor with chauffeur. The charge is £5 for a day's trip—80 miles—by a party of four, or, rather, in a car seating four in addition to the driver, whom the firms supply. For the afternoon the charge is £3. A party can, of course, exceed the 80 miles, but in that case the day's hire is increased *pro rata*. Under this arrangement those who hire the car are relieved of all responsibility. If a tyre is cut, the owners replace it; if to complete the trip is impossible owing to any mishap, the owners of the car pay whatever railway or other expenses are incurred in getting the party to the point agreed upon. The information as to gradients, hotels, &c., in the following paragraphs will serve motorist and cyclist alike.

LAUNCESTON TO HOBART.

The main-road from Launceston to Hobart is a good one. Races between the two cities take place from time to time every season, and the 121 miles are cycled in

about seven hours, the time last September being seven hours 15 minutes. There is a fairly steep rise at the Sandhills, just after the northern capital is left, but it is only a matter of 200 feet, and it is not till the cyclist leaves Antill Ponds, 62 miles from Launceston, that he has a long uphill ride. This is at St. Peter's Pass, where there is an ascent of 1500 feet. Apart from that, there is no feature of the road which calls for special notice. The rider who is out to see the country, and not to "scorch," will find ample hotel accommodation, if he cares to spend two or three days on the way. There is an hotel at Perth—11 miles from Launceston—and after that hotels at Cleveland (30 miles), Conara (33 miles), Campbell Town (40 miles), Ross (47 miles), Tunbridge (56 miles), Antill Ponds (62 miles), Oatlands (70 miles), Melton Mowbray (88 miles), Kempton (92 miles), Brighton (105 miles). The lastmentioned town is only 16 miles from Hobart (13 from the tram terminus), and in that 13 miles there are hotels at Bridgewater, South Bridgewater, Berriedale, and Glenorchy. A glance at the list shows that the cyclist who is making his way pleasantly, lingering wherever a pretty landscape tempts him, has only two points to note. If he passes Perth he has 19 miles to travel, if he passes Oatlands he has 18 miles to go, before he reaches an hotel. But the matter is not a serious one from any standpoint, as the folk who live by the roadside are hospitable in the extreme.

HOBART TO THE HUON.

Everybody who visits Tasmania should see the Huon district, but every one who rides a bicycle should not make the trip as a cyclist. For those who are in good enough condition to enjoy breasting steep rises, the run to Huonville is pleasurable; for those who are used to and who prefer fairly level roads, it is a penance. We summarise the main facts, and leave it to the reader to determine whether he will "bike" or will make the round trip by coach and steamer. From Hobart to the

hotel at the Fern Tree is not quite 6 miles, and the rise is 1500 feet. The ascent is described as "gradual, with two sharp pinches." Those who think such a rise in so short a distance too severe, but who want as little of the coach as possible, can book either to Fern Tree or Huonville. From Fern Tree to Watchorn's Hill, 3 miles, there is a further rise of 300 feet, but as the rise is gradual, this is not a very serious matter. From Watchorn's Hill on there is a run down to Longley, which lies in the valley of the North-West Bay River, and the grade is sometimes as much as 1 in 10. From Longley there is an ascent answering very fairly to the descent just described; and then before Huonville, 23 miles from Hobart, is reached, there are short rises up to 1 in 10. From Huonville there is a good branch road, but with heavy rises, to Port Cygnet, a distance of 12 miles. The main coach road runs on through Franklin (27 miles) to Geeveston (37 miles) from Hobart. After Huonville is passed the going is very easy, and the river scenery very attractive. As to accommodation, there are hotels and boarding-houses at Fern Tree, Longley, Huonville, Port Cygnet, and Franklin; and there are boarding-houses at Shipwrights' Point and Geeveston. From Huonville, Franklin, or Geeveston the cyclist can return by steamer. Those who choose can cycle on beyond Geeveston, but they are advised not to do so, as the roads are indifferent.

BROWN'S RIVER AND WOODBRIDGE.

The Brown's River (Kingston) trip is the most popular of the short runs from Hobart. The distance is only 10 miles, the road is good, the scenery fine, and the grades are, generally speaking, easy. From Bonnet Hill, 6 miles from Hobart, there is a gradual descent; this becomes steeper as Brown's River is neared, and at its maximum is 1 in 10. From Brown's River on to Woodbridge, 16 miles, there is a capital road, with no difficult pinches.

DERWENT VALLEY.

From Hobart to New Norfolk is a run of 21 miles. In the first race of last season 19 of those miles were covered in 61 minutes. What hills there are will be found in the first 3 miles from Hobart, and those who choose can avoid them by making a detour through the Domain, past Government House, to Cornelian Bay, and taking the left-hand road, which leads to New Town station. The remainder of the detour is thus described in "Through Tasmania on a Bicycle":— . . . Turning down a steep lane to the right the cyclist will in a few hundred yards reach the shore of New Town Bay. Keep to the left round the bay for about 300 yards, and then turn up a cross-road (Fletcher's Lane) to the left, at a garden with a hawthorn hedge on the road frontages; this cross-road will lead to the main-road at South Glenorchy." It is not worth the while of the seasoned rider to make this detour merely to escape the not very formidable rises, but if he has not previously seen the Domain and Derwent Park, he will find them much more picturesque than the main-road. From Glenorchy the cyclist follows the main-road to South Bridgewater, 12 miles from Hobart, and from that point rides along the southern side of the Derwent, on a road which is practically level. From New Norfolk there are a number of pleasant trips. In returning to Hobart the tourist can cross the river, and so secure variety of scene. At New Norfolk there are a number of comfortable houses, and there is accommodation at Ellendale. From New Norfolk another good run is by Macquarie Plains, nearly 36 miles from Hobart, through Hamilton, where there is accommodation, to the Ouse. The Ouse, which is 59 miles from Hobart, has two hotels, and is a point of departure for adventurous folk who wish to visit Lake St. Clair.

SORELL AND DUNALLEY.

This is described as an excellent bicycle route, and one which ladies can follow with confidence, as the accommo-

dation is good. The start is from Bellerive, reached by the ferry steamers. From Bellerive there is a run of 14 miles to Sorell. At Sorell there is hotel accommodation, and the distance from it to Dunalloy is 18 miles. The cyclist must be careful to take the upper road, *viâ* Forcett and Copping, at either of which the little trip may be broken and refreshments secured. The lower road is stony, and has a number of gates across it. Close to Dunalloy is Mt. Forestier, and 6 miles from it is the Roaring Beach, famous for its wealth of shells.

SWANSEA AND THE EAST COAST.

There are several routes, but the one recommended is by Bellerive to Sorell, as in the Dunalloy trip, and then over a good cross-road which junctions with the Swansea-road not very far from Runnymede. As the track is the one followed by the coach, and has been described in detail, the briefest possible note will suffice. The road is a good one: there are a few steep pinches up which it is pleasant to walk, as the scenery is attractive, but the pinches are not too long. To make amends for them there are long descents down which the rider goes without an effort, and there are miles of level road. From Sorell to Buckland is about 20 miles, and at Buckland there is an inn. From Buckland to Orford the road runs for some 10 miles through the fine scenery already described: and from Orford to Triabunna (Spring Bay) it skirts the coast-line, the distance in this instance being 5 miles. Triabunna has hotels and a boarding-house, and is 32 miles from Swansea. The 32 miles on a good road, amidst coastal scenery of the grandest kind, are easily travelled. There is a farmhouse, where visitors are sometimes accommodated, at Little Swanport, 13 miles from Triabunna. Swansea is a specially attractive town. From it the cyclist has choice of routes. He may make for the main line and the Hobart to Launceston road at Campbell Town. That involves a ride of 41 miles over a good road, which may be roughly divided into two parts—one uphill, by an easy gradient,

from Swansea to Lake Leake: the other by as easy a descent from the lake to Campbell Town. Or he may make for Avoca, on the Fingal Line, 44 miles. Only those should take this track who hold that magnificent scenery more than compensates for the exceeding steepness of one 5 miles to the summit of St. Paul's Tier, and for the roughness of another 5 miles immediately before Leipsie is reached.

The third course is to follow the coast. Those who do that reach Cranbrook, 10 miles from Swansea, and 18 miles further on they find Bicheno, which, though it has no hotel, boasts boarding-houses where refreshments or accommodation can be obtained. Unless the tourist feels disposed to face 28 miles of more than average difficulty before turning in for the night, he is advised to avail himself of the hospitality of the Bicheno folk. Another 28 miles takes the cyclist from Bicheno to St. Marys, but the road is one on which good time will not be made. However, there are no insuperable difficulties to be faced, and the rider who is content to travel slowly will find much in the scenery to compensate him for any exertion he has to put forth. Twelve miles from Bicheno is the township of Seymour. Six miles further on is Mr. Wardlaw's homestead, where the tourist is always hospitably treated: after that there is a rise to the divide in the Elephant Range, from which the road runs through a district dotted with small farms to St. Marys.

LAUNCESTON TO ST. MARYS.

At St. Marys those who have followed the route described are likely to meet excursionists who have come from Launceston. From the northern capital, the road is to Conara by the main Launceston to Hobart track already described, and then a run of 46 miles through the valley of the South Esk. The scenic attractions of the valley have been dealt with already, and from the wheelman's standpoint the trip may be dealt with in a few lines. The road is good; there is a difference of only 156 feet between

Conara and St. Marys, so that there is no battling with heavy rises. In addition to little townships, in any one of which somebody is always ready to minister to the wants of a hungry stranger, there are Avoca, 17 miles, and Fingal, 34 miles, from Conara, and each of these towns has satisfactory hotel accommodation. Thus no special thought need be bestowed on the commissariat department.

ST. MARYS TO LAUNCESTON.

Some of those who make St. Marys in the fashion just described turn southwards and travel to Hobart, *via* Swansea and Sorell: others, together with those who have reached St. Marys from Hobart, return to Launceston by way of St. Helens and Scottsdale. For 2 miles after leaving St. Marys the road rises. From the head of the famous pass there is a fall of 857 feet or thereabouts, the road winding curiously. From the foot of the pass to Scamander, about 6 miles, travelling is very easy, and may be as rapid as the rider pleases. Another 11 miles takes the sightseer from Scamander to George's Bay. Of the 11 miles 6 are on a sandy road. At either Scamander or St. Helens there is good accommodation. From George's Bay to Scottsdale is 65 miles, and the journey is one of the finest, if not the finest, in the north of the State. From George's Bay, better known as St. Helens, the road runs to Goshen, 8 miles away, one long hill near the start being the only difficulty. From Goshen to Gould's Country, 6 miles, there is a gradual rise, Gould's Country being 1500 feet above sea-level. From Gould's Country to Lottah is 3 miles, and the first mile is hilly. From Lottah to Weldborough is 13 miles. The road has some indifferent patches and a number of very sharp turns. Lottah has hotel and boarding-house accommodation, as has Weldborough. Between Lottah and Weldborough there is an elevation of 2300 feet at the Little Plain, and from that point to Weldborough, $3\frac{1}{2}$ miles distant, there is a drop of 800 feet. From Weldborough to Scottsdale

there is another drop of between 800 and 900 feet. At Moorina, 7 miles from Weldborough, there is hotel accommodation, as there is at Derby, another 7 miles on the way. Four and a half miles from Derby is Branhholm, with its hotel: after that is the Billycock Hill, the descent from which brings the tourist to the Camp Hotel, 11 miles from Derby. Nine miles further on is Scottsdale, distant 20 miles from Derby. Cyclists are generally advised to travel from Scottsdale to Launceston (40 miles by the cycle route) by train, as the road is distinctly difficult. Those who choose to ignore the advice have to negotiate the Meredith Range (2000 feet). The places passed are Springfield (5 miles), Myrtle Bank (15 miles), and Patersonia (23 miles) from Scottsdale. Between Myrtle Bank and Patersonia the road is very hilly: from Patersonia to Launceston the road is, for the most part, downhill.

ROUND ABOUT LAUNCESTON.

Round about Launceston are a number of good roads with easy gradients, travelling which the tourist sees interesting country without undue exertion. Corra Linn (7 miles), Evandale and the Nile (20 miles), Cressy (22 miles), Beaconsfield (28 miles), and Lefroy (28 miles) are amongst the most obvious. Of these, the last is the only trip of which anything need be said: but it is well to point out that there are several steep grades in the run from Launceston to Mt. Direction, the first 16 miles on the way to Lefroy. The following specimen trips are taken from "Through Tasmania on a Bicycle," and might easily be added to:—

By the Westbury-road to Carrick, thence to Bishopsbourne and Bracknell, and on to Cressy, returning *viâ* Longford, Perth, and Breadalbane. (60 miles; but the run home from Cressy is only 22 miles.)

By the Hobart-road to Breadalbane, on to Evandale and Lymington, and return *viâ* Deddington. (50 miles.)

By Elphin-road to Newstead, and thence *viâ* St. Leonards to Corra Linn, returning by the White Hills and Evandale. (30 miles.)

By Westbury-road to the "Traveller's Rest," and through Longford and Woolmers to Snake Banks, returning by main Hobart road through Perth and Breadalbane. (41 miles.)

By Westbury-road, through Carrick, Hagley, and Westbury, to Deloraine (30 miles), and return *viâ* Hagley, the Oaks, Longford, and Breadalbane. (75 miles.)

LAUNCESTON TO THE NORTH-WEST COAST.

This is a very popular and particularly easy run. One cyclist who writes a description of it says that he did the distance between daylight and dark "without distress," and another mentions that an amateur lady cyclist travelled the 53 miles from Deloraine to Penguin, by no means the easiest stage, in a day. The following incomplete list of places on the route at which hotels are found makes it quite clear that the traveller can break his journey almost where he pleases:—Hadspen (7 miles), Carrick (11 miles), Hagley (17 miles), Westbury (20 miles), Deloraine (30 miles), Elizabeth Town (37 miles), Latrobe (57 miles), Devonport (63 miles), Ulverstone (73 miles), Penguin (80 miles), Burnie (92 miles), Wynyard (104 miles). From Wynyard on hotels are fewer; but 18 miles beyond it is Rocky Cape, where refreshments may be obtained, as also at Detention, 18 miles from Stanley. At Stanley itself there is ample accommodation, and the town is connected with Launceston by coastal steamers, as well as by coach running to the railway terminus at Burnie.



Brake Returning from The Springs. Mount Wellington.

CABS, COACHES, STEAMERS.

HOBART.

Cab Fares.

By DISTANCE.

	s.	d.
For any distance not exceeding 1 mile	1	0
For every additional half-mile, not exceeding 5 miles	0	6
Return fare, if the same party (and not having detained the cab more than five minutes per mile), to be half the above. No cab can be compelled to go further than 5 miles from the stand.		

By TIME.

For any time within 30 minutes	2	0
Above 30 minutes and not exceeding 45 minutes	3	0
Above 45 minutes and not exceeding 1 hour	4	0
Above 1 hour and not exceeding 1 hour and 20 minutes	5	3
Above 1 hour and 20 minutes and not exceeding 1 hour and 40 minutes	6	6
Above 1 hour and 40 minutes and not exceeding 2 hours	7	6
Above 2 hours and not exceeding 2 hours and 20 minutes	8	6
Above 2 hours and 20 minutes and not exceeding 2 hours and 40 minutes	9	6
Above 2 hours and 40 minutes and not exceeding 3 hours	10	6
Above 3 hours and not exceeding 3 hours and 20 minutes	11	3
Above 3 hours and 20 minutes and not exceeding 3 hours and 40 minutes	12	3
Above 3 hours and 40 minutes and not exceeding 4 hours	13	0

And for any further time after at the rate of 6d. for every 20 minutes.

One-half more than the above fares between 10 p.m. and 6 a.m. Card of fares to be kept suspended inside cab. Time or distance at option of hirer. If hired "by time" the time is computed from the hour the cab is taken from the stand, and if by "distance" the distance from the stand to the place of "taking up" is reckoned as part of the distance.

Electric Tramways.

From Railway to Cascades, Upper Macquarie-street; from corner of Elizabeth and Macquarie streets to Sandy Bay; from corner of Elizabeth and Macquarie streets to New Town. About 9 miles. Motive power, Siemen's electric overhead system. Tram cars leave for New Town every 7½ minutes, and for Cascades and Sandy Bay every 15 minutes.

Coaches and Omnibuses from Hobart.

To BROWN'S RIVER, 10 miles.—H. J. Rule's coach leaves Union Club Hotel, Murray-street, daily, 8.55 a.m. and 4.55 p.m.; Brown's River Beach, *via* Kingston, 8.15 and 11.15 a.m. and 4.30 p.m. Sun., leaves Hobart 10.30 a.m. Thursday only, Kingston, 4.30 p.m.

To BAGDAD.—A. Bantick's coach leaves Liverpool Hotel, Mon., Thurs., Sat., at 4.30 p.m. Leaves Bagdad for Hobart same days at 7 a.m.

To THE HUON.—(Franklin and Geeveston.)—Webster, Rometch, and Duncan Ltd. mail coaches leave Liverpool-street daily, 9 a.m., 4 p.m. Leave Geeveston daily, 7.15 a.m.; Franklin, 8 a.m.; and Huonville, 8.25 a.m. During summer months a coach leaves Hobart daily, 9 a.m., for Huonville, and leaves Huonville on return at 3 p.m.

To RICHMOND.—Burn's mail coach leaves Bellerive daily, 4.30 p.m.; leaves Richmond daily, 8 a.m.

To DAVEY-STREET AND HOLBROOK-PLACE.—E. Delaney's omnibuses run from Walch's corner every hour, from 1 to 6 p.m. Leave Holbrook-place, 1.30 p.m., and every hour to 6.20 p.m.

To LANSDOWNE-CRESCENT.—J. Ellen's omnibus runs from Elizabeth-street, 1 p.m., and every hour to 6 p.m. Saturdays, 10 p.m.

To ROKEBY AND SANDFORD.—J. Green's conveyances leave Bellerive at 9 a.m. for Rokeby and Sandford; leave Sandford, 2 p.m.

The tourist will bear in mind that the times given for the running of coaches are *subject to change*, though changes are not very frequent.

Ferry.—Bellerive and Lindisfarne.

To BELLERIVE.—Steam ferry-boats leave Bellerive, 7, 8 a.m., and every half-hour to 12.30 p.m., and from 1.30 to 5.30 p.m., 5.55, 7.15, 8.10, 8.50, 9.45, 10.45 p.m. Sundays, 10, 10.40, 11.20 a.m., 12.15, 1.40, 2.20, 3, 3.40, 4.20 p.m., &c. Leave Hobart, 7.30, 8.30 a.m., and every half-hour to 1 p.m., and

from 2 p.m. to 6 p.m., 6.20, 7.45, 8.30, 9.15, 10.15, 11 p.m. Sundays, every hour from 9.30 a.m. to 12.30 p.m., and from 2 to 6 p.m., 7.30, 9.30 p.m.

The twin ferry-steamer *Kangaroo* leaves Bellerive, 7.30, 8.45, 10.15, 11.45 a.m., 1.45, 3, 4.30, 5.45 p.m.; and Hobart, 8, 9.30, 11 a.m., 12.30, 2.15, 3.45, 5.15, 6.15 p.m.

To LINDISFARNE.—Steam ferry-boats leave Hobart, 7.30, 9, 10.15, 11.15 a.m., 12.15, 1.15, 2.15, 3.15, 4.15, 5.15, 6.15, 7.45, 8.45, 10, 11 p.m.; Sundays, 9.45, 10.45, 11.45 a.m., 12.45, 2.15, 3.15, 4.15, 5.15, 6.15, 7.45, 8.35, 9.35. Leave Lindisfarne, 7, 8.30, 9.30, 10.45, 11.45 a.m., 12.45, 1.45, 2.45, 3.45, 4.45, 5.45, 7.15, 8.15, 9.30, 10.30 p.m.; Sundays, 9.15, 10.15, 11.15 a.m., 12.15, 1.45, 2.45, 3.45, 4.45, 5.45, 7.15, 8.10, 9 p.m.

Daily Trips.

There are day trips by road to Fern Tree Bower, the Springs, Huonville, Derwent Park, Botanical Gardens, and Brown's River. By river to New Norfolk, Brown's River, the Channel, and Huon Ports. Fares, 1s. 6d. to 5s.

Steamers.

Steamers run from Hobart to Melbourne, Sydney, New Zealand, Launceston, *via* East Coast, Strahan, Tasman Peninsula, as well as to the places mentioned in the list of daily trips given above.

To NEW NORFOLK.—The *Marana*, daily, 9.15 a.m.; Sunday, 10 a.m. Leaves New Norfolk, 3 p.m.; during winter months, Saturday and Sunday excepted. The *Taranna*, Monday, Tuesday, Wednesday, Thursday, and Friday, 3 p.m.; Saturday, 2 p.m. Leaves New Norfolk on return, daily, except Sunday, 8 a.m.

To SOUTH ARM, LEWISHAM AND CARLTON.—S.s. *Reemere* leaves Hobart, Tuesday, 8 a.m.

To SOUTH ARM AND NUBEENA.—S.s. *Reemere* leaves Hobart, Wednesday and Friday, 9 a.m.

To BROWN'S RIVER.—Summer running: S.s. *Reemere* leaves Hobart, 10 a.m. and 2.30 p.m.

To PORT ESPERANCE, MILLS' REEF, AND CHANNEL PORTS.—S.s. *Togo* leaves Hobart, Monday, 4 p.m., Wednesday and Friday, 9.15 a.m., as per time-table.

To SHIPWRIGHTS' POINT, FRANKLIN, HUONVILLE.—Motor-ship *Excelsa* and s.s. *Laura*. See daily papers.

To MARIA ISLAND, SWANSEA, BICHENO.—S.s. *Warrentinna*, Wednesday, 8 a.m.

To GEORGE'S BAY AND LAUNCESTON.—S.s. *Koomceela*, every 10 days.

To PORT CYGNET AND CHANNEL PORTS.—S.s. *Reliance*, Monday, Wednesday, and Friday, 9.15 a.m.

FOR HUON PORTS, GEEVESTON, FRANKLIN, AND HUONVILLE.—S.s. *Huon*, Monday, Wednesday, and Friday, 8.30 a.m.

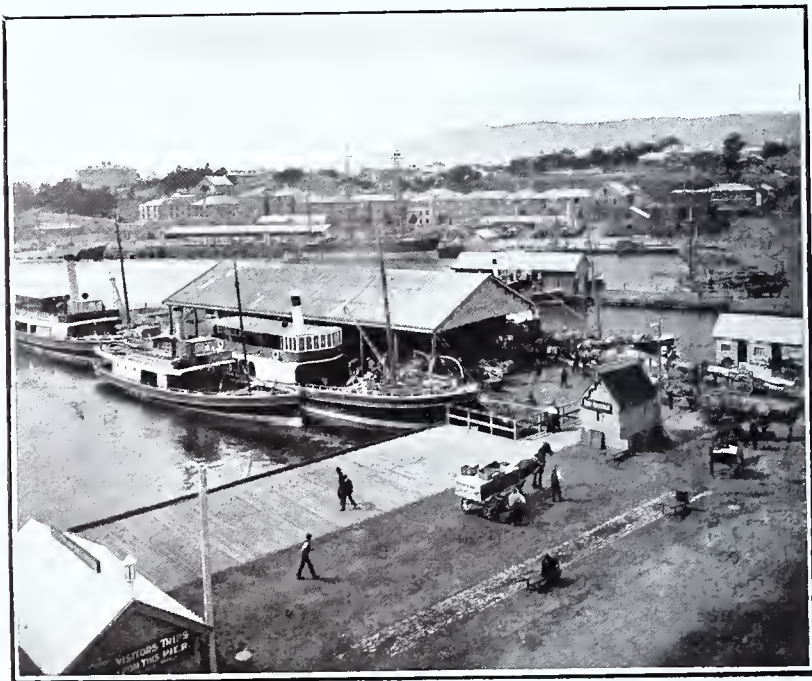
Cargo boats frequently.

FOR CHANNEL PORTS, DENNE POINT, OYSTER COVE, KETTERING, WOODBRIDGE, BIRCH'S BAY, FLOWERPOT, LONG BAY, AND GORDON.—Daily, 9.15 a.m., and also Monday, 4 p.m.

FOR ESPERANCE.—S.s. *Dover*, Monday, 4 p.m.; Wednesday and Friday, 9.15 a.m.

FOR PORT ARTHUR, EAGLEHAWK NECK, TASMAN ARCH, BLOW-HOLE, AND TASMAN PENINSULA.—S.s. *Cartela*, Monday and Thursday, 8.15 a.m., returning following day.

FOR SOUTHPORT AND HASTINGS.—Wednesday and Saturday, 9.15 a.m.



River Steamers at Hobart Wharves.

FOR DANIEL'S BAY AND MILLS' REEF.—Thursday and Saturday, 9.15 a.m.

FOR BROWN'S RIVER, SANDELY, AND MARGATE.—S.s. *Breone*, daily, 10 a.m., Friday excepted.

FOR SOUTH ARM.—Monday and Thursday, 8.15 a.m.

DAY EXCURSIONS FOR TOURISTS are arranged to Port Arthur, Eaglehawk Neck, and Huon River.

TO STRAHAN.—One of the Union S.S. Co.'s steamers every week.

To SWANSEA.—The auxiliary ketch *Good Intent* leaves Hobart every Wednesday for Swansea, *via* Denison Canal, Maria Island, Little Swanport, Spring Bay, and Orford, reaching Hobart on return Saturday afternoon.

Watermen's Fares.

	s.	d.
To or from a vessel in harbour, each person	1	0
To a vessel in harbour, and back again, if not detained alongside more than 10 minutes	1	6

To PORT CYGNET.—S.S. *Mongana* leaves Hobart, Monday, 4 p.m.; Wednesday, 9.15 a.m.; Thursday, 4 p.m.; Saturday, 9.15 a.m. Leaves Cygnet, Monday, 6 a.m.; Tuesday, 8 a.m.; Thursday, 6 a.m.; Friday, 8 a.m.

LAUNCESTON.

Cab Fares.

BY DISTANCE.

	s.	d.
Not exceeding a mile	1	0
For every additional half-mile, not exceeding 5 miles ...	0	6

Return fare, if the same party, and not having detained the cab more than five minutes for every mile, to be half the above.

BY TIME

	s.	d.
Not exceeding half an hour	1	6
Exceeding half an hour, but not exceeding three-quarters of an hour	3	0
Above three-quarters of an hour, but not exceeding 1 hour	4	0
For any fractional part of any subsequent hour in the same proportion.		
Every package carried outside the cab	0	3

One-half more of the above fare being payable for any period between the hours of 10 o'clock at night and 6 in the morning.

The hirer of any cab may elect to pay the fare by time or distance, but must do so at the time of hiring, or else the fare will be calculated by distance. Fares beyond the said 5 miles to be in the same proportion as within the distance, unless otherwise agreed upon; but no driver can be compelled to go beyond the said 5 miles unless he has agreed to do so.

No return fare payable if the cab returns empty; but if the hirer return in the cab half-fare only to be paid.

The proprietor or driver of every cab is bound to have the number thereof printed or written on a card, and affixed in open view upon the back and also on the inside of such cab, under a penalty of Five Pounds.

A card of the above fares to be suspended, and to be continued suspended, in a conspicuous place in the cab.

Any driver or proprietor demanding a higher fare than is above stated is liable to a fine of Two Pounds; and the driver

of any cab using insulting or abusive language, or in any way misconducting himself as such driver, is liable to a penalty of Five Pounds.

A modern electric tramway service, municipally owned, runs to Newstead, Trevallyn (and Gorge), Sandhill, High-street, and Invermay. Fares, 2d.

In the season there are daily trips by conveyances running from the Tourist Bureau, opposite G.P.O., to Corra Linn, Electric Power Station, Perth, Longford, Ravenswood, Carrick, Dilston, Rosevears, Trevallyn, and Hillside-crescent. The fares for these trips vary from 1s. 6d. to 4s. There is also an extensive series of motor trips.

Coaches from Launceston.

TO CARRICK.—L. Dwyer's coach leaves Sydney Hotel every Tuesday, Thursday, and Saturday, 3.30 p.m.

TO EVANDALE AND LYMINGTON.—E. J. Crick's coach leaves Sydney Hotel, Elizabeth-street, Monday, Thursday, and Saturday, 3 p.m. Leaves Lymington 7.30, and Evandale 8.30, a.m.

TO LEFROY.—Southerwood's mail coach leaves Post-office every day, 9 a.m.

TO BEACONSFIELD.—Southerwood's coach leaves the Post-office every day at 8.30 a.m. and 2.15 p.m. Leaves Beaconsfield, 9.30 a.m. and 3.30 p.m.

Carriers from Launceston.

TO PERTH.—Jarmey's van leaves Sydney Hotel, Tuesday, Thursday, Saturday, returning alternate days.

TO LONGFORD.—Cairn's wagon leaves Orient Hotel, daily, 3.30 p.m.

TO CRESSY.—Lee's van leaves Sydney Hotel, Tuesday and Friday, 3 p.m.

TO BRACKNELL.—Boon's van leaves Woodhouse Stables, Wednesday and Saturday.

TO WESTBURY.—H. Nichols leaves Sydney Stables, Tuesday and Friday, 3 p.m. R. Holliday leaves Imperial Hotel, Brisbane-street, Tuesday and Friday, 3 p.m.

River Excursions.

There are all-day trips to Beauty Point and George Town; afternoon and evening to Rosevears. Steamers run to Melbourne, Sydney, Strahan, Dent River, Straits Islands, and to Hobart, *via* East Coast.



Bowling Green : New Town.

SPORTS, CLUBS, AND GROUNDS.



TASMANIANS share to the full the Australian passion for outdoor sports, and those who study the records, with due regard to the smallness of the population, admit that the people of the "tight little island" hold their own remarkably well. Without touching on achievements which may be regarded as matters of "ancient history," it may be mentioned that a Tasmanian eight twice defeated crews of the other States a year or so ago; that a Tasmanian team came first in the Victorian cross-country competition of 1907; that a Tasmanian lady defeated most of her mainland rivals on the tennis-courts a few years ago; and that both the open and amateur golf championships have been won by a Tasmanian player within the last decade.

In cricket and football, though there are individual players of exceptional merit, we have to be content with the knowledge that our boys do wonderfully well, "all things considered." Amongst the things to be considered are, the entire absence of professionals (as a result of

which young players have to form their style aided by the hints of kindly amateurs), and that those who train must do so without any financial support from their clubs, either directly or indirectly.

As regards yachting, Tasmania is exceptionally favourably situated, and the cyclist finds the State a happy scorching ground, for he has not to fear hot winds or abnormally high temperatures, whilst he has some hundreds of miles of good roads running through country of varied charm. For the angler Tasmania has attractions innumerable: so many are they, indeed, that a separate handbook has been prepared for the use of Izaak Walton's disciples, copies of which may be had on application to the secretary of the Tourist Association. In the following pages information *re* the most popular sports is given in concise form.

AQUATICS.

As regards aquatics, Tasmanians are singularly fortunate. The yachtsman with ample fortune, and with no ambition which is not best gratified aboard his boat, sails the world's seas and longs for more to sweep. But leaving him out of the question, and confining ourselves to the yachtsman who spends the greater part of the year struggling for food and fame ashore, it is impossible to picture him more pleasantly situated than in Hobart. If he happens to live in Sandy Bay, he can stroll down his garden to his own jetty, and be afloat on the broad waters of the estuary within easy hail of his house. The Tamar is a river which has many attractions, but the impartial northerner admits that the Launceston yachtsman is not quite as fortunate as his Hobart rival, just as the impartial southerner admits that the Hobart oarsman is more likely to ship a sea than is his friend of the northern capital. Apart from the two cities, there is quite a number of country towns—such as Devonport and Ulverstone—where the man who delights in his boat, be it out-rigger, dinghy, or yacht, is happy. As population

increases Tasmania will take a more and more prominent part in things aquatic, for its people have abundant reason to delight, and they do delight, in the water.

In the South the Royal Yacht Club of Tasmania, established in 1880, has done much, and seems likely to do more, for yachting. In 1912 it had 160 members, and that number is sure to be very materially increased, as the club has secured quarters which will give it a new attraction. They have a fine suite of rooms in the most central part of Davey-street, where they gather to sail the races over again in the smoking-room, or to engage in friendly rivalry of other sort at the billiard-table. It is hoped that the present season will be marked by a considerable increase in the number of craft, and an increase of a sort which will justify a more satisfactory classification of yachts taking part in the season's races. The difficulty in the past has been that though the Derwent boasts a big squadron, many yachtsmen have built with many different ends in view. The bays of the Derwent and of the Channel are very tempting, and some are so content to cruise at the week-end, or at each recurring holiday, that they sacrifice speed to comfort. However, there are frequent contests, including ocean yacht races from Hobart round Bruny, a distance of over a hundred miles. Dinghy sailing races are also held by the Royal Yacht Club.

Launceston has the Tamar Yacht Club. The club sheds are pleasantly situated, and the club has made steady advance since it was established in 1879. Yachting on the Tamar is a very enjoyable experience, and the local yachtsmen give a cordial welcome to all who come to them from the mainland. Indeed, like their confrères in the South, they are always eager to return the kindnesses shown them when in distant waters. The scenery of the river, the fishing, and the sport which may be enjoyed on its banks put a delightful outing within the reach of the man of very modest means. As to the rich man, there are hotel pro-

prietors and others as eager to cater for him as are their rivals in other parts of the world.

Rowing in the south of the State is under the control of the Tasmanian Rowing Union. The six clubs—Derwent, Sandy Bay, Bellerive, Lindisfarne, New Norfolk, and Huon—have well-appointed sheds and a fair supply of boats. Like their yachting friends, the rowing men are always pleased to welcome visitors who want the run of the sheds. A line to the secretary of either of the clubs mentioned, or to the secretaries of the Tamar Rowing Club and North Esk Rowing Club, Launceston, will obtain a prompt reply with any desired information. Or the reader anxious to know anything concerning aquatics in the North may communicate with Mr. T. S. Nettlefold, the enthusiastic hon. secretary of the Tasmanian Rowing Association. The regatta is a favourite function in Tasmania. The Hobart Regatta brings together the largest holiday crowd of the year—at any rate, so far as the South is concerned. The Tamar has two annual regattas of standing. Devonport and Shipwrights' Point are amongst country places where the regatta is a noteworthy fixture.

RACING.

Tasmania has between 30 and 40 racing clubs. Of these the leading are:—

Tasmanian Racing Club, Hobart (secretary, T. A. Tabart, Jun.). Spring meetings, October and December; summer, February; autumn, April; winter, May.

Tasmanian Turf Club, Launceston (secretary, W. H. Valentine). Spring meeting, November; summer, February; autumn, April; winter, June.

GOLF CLUBS.

HOBART.—The Hobart Golf Club links are situated at Sandy Bay, a suburb $1\frac{1}{2}$ mile from the city. Thirteen holes are now played on. This pretty course, which was laid out by Carnegie Clark, the well-known Sydney

professional, is an excellent summer as well as a winter one. Members and hon. members are elected on the nomination of a member of the club at the following rates:—Full members, £3 13s. 6d. annual subscription, and £1 1s. entrance fee. Associate (lady) members, £2 2s. per annum, entrance fee 10s. 6d. Croquet, tennis, country, and non-playing members, £1 1s. per annum. Hon. members (men): For every week during the first



Lindisfarne Golf Links.

month, 7s. 6d.; for one month, £1 1s.; for three months, £2 2s. Hon. members (ladies): For every week during the first month, 5s.; for one month, 15s.; for three months, £1 10s.

The course is reached in 10 minutes from the city, by trams, which run every 15 minutes.

LINDISFARNE.—The Lindisfarne Golf Club has a sporting course of 13 holes at Lindisfarne, a marine suburb of Hobart. The fees for members are as follows:—Full members, £2 2s. per annum, and 10s. 6d. entrance fee.

Hon. members may, on the nomination of a full member of the club, be admitted at the following rates:—For one week, free: for each additional week, 2s. 6d.; for one month, 5s.

An hourly service of ferry boats takes members to this course.

GROVE. The Grove golf links are a 9-hole course, recently opened at Glenorchy, 5 miles from Hobart.

Trains run every hour during the day to this course.

There are also golf links at Richmond, Oatlands, Bothwell, Pontville, and New Norfolk.

LAUNCESTON.—The Tasmanian Golf Club links are situated at King's Meadows, about 13 miles from Launceston. The course is an 18-hole one, well laid out, and an hourly omnibus service is maintained.

There are also golf links at Mowbray, Longford, Campbell Town, Ross, Deloraine, and Devonport.

CRICKET.

For obvious reasons a limited population is more severely handicapped as regards cricket than in relation to most other sports. There is less talent available, and the difficulty of developing it is very much greater, for first-rate grounds and professional "coaches" cost sums which small communities cannot possibly pay. Outside the two cities Tasmanian cricketers have to content themselves with concrete pitches of varying excellence, and have to do their outfielding on ground which does not bear even the faintest resemblance to a bowling-green. Indeed, the "tented field" often looks like, and sometimes actually is, a ploughed field. In Hobart and Launceston, however, the visitor can play the game under conditions satisfactory to the most fastidious, and in company which will satisfy anyone but a Grace or a Murdoch in his prime, sighing for trundlers worthy of his bat. Even in the country there are men who have played with the best in the various States, and who retain their skill wonderfully well.

In Hobart the game is controlled by the Tasmanian Cricket Association, of which Sir John Dodds is president, and Mr. P. Faey secretary. The association has what is, perhaps, the most delightfully situated of all Australian cricket-grounds, and one the condition of which, from the players' standpoint, does not compare unfavourably with the high-class grounds of the mainland. Visitors from beyond the Commonwealth of Australia, as well as members of any recognised Australian cricket associations which



Northern Tasmanian Cricket Ground.

grant reciprocal rights, are admitted as honorary members for a month. At the end of that time they may be admitted as visiting members for the remainder of the current year on payment of a subscription of half a guinea. Hobart cricket is now played as between district clubs, the members of the "A" grade teams playing on the ground already referred to and on the New Town Ground, where, also, there is a good turf wicket.

In the north of the State the governing body is the Northern Tasmanian Cricket Association, of which Mr.

C. J. Atkins is secretary. There is a conveniently situated and well-appointed ground off the Elphin-road, and North and South are so evenly matched that after years of struggle last season saw the South with two wins in the lead. Members of the Northern Association welcome visitors, and their ground has facilities for tennis, which make it doubly attractive. The leading clubs were the Launceston, Esk, Cornwall, Tamar, and Social Circle; but district cricket has just been adopted.

TENNIS.

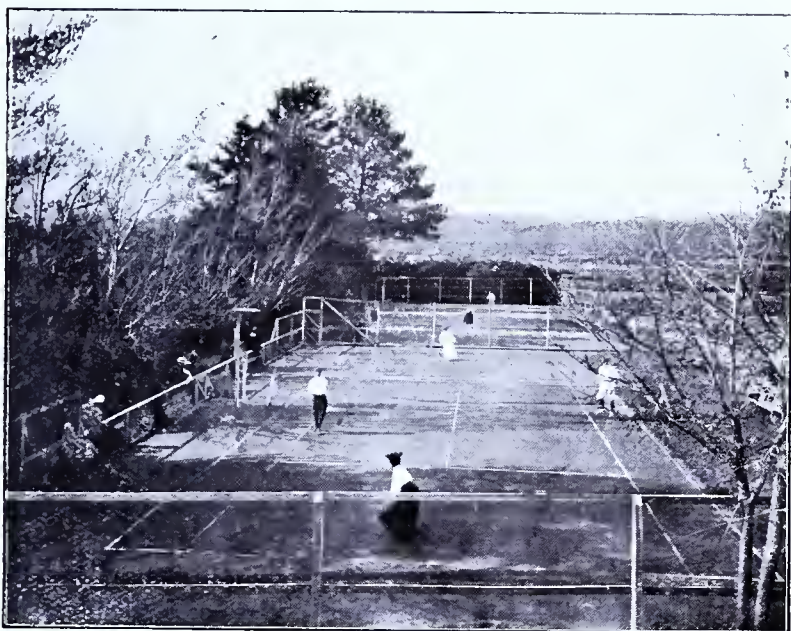
Players who visited Tasmania a while back found interest in tennis somewhat languid; but the game is coming into favour again, and during the last couple of years many courts have been laid down either by clubs or private individuals. In the South most of the courts are privately owned, and are rented to clubs; but a few are laid down on public ground, and are in the hands of various associations. In Hobart two asphalt courts have just been completed on the suburban sports ground. This is satisfactory, for in the past the want of two conjoint courts was badly felt when important matches were played. There are many courts in various parts of the city and suburbs, and although as regards most of them no definite rules provide for the enrolment of visitors as honorary members, they are always made very welcome, and are well cared for by the followers of the game.

In the southern portion of the State, New Norfolk, Geveston, Franklin, and Lovett (Port Cygnet) are the only towns which boast tennis-courts. In the Midlands, Bothwell, Oatlands, Campbell Town, and Ross have courts. The northern end of the island is much better provided for in this respect. In Launceston the Cricket Association has three fine courts, and there are two in the Dépôt grounds, besides a number of private courts. Longford is provided with two asphalt courts and several grass ones. At Burnie two new grounds have been recently laid at considerable cost, and Ulverstone, Devonport, and Latrobe have active

tennis clubs. Other towns in the North at which visitors can rely on getting a game are Deloraine, Westbury, Cressy, Beaconsfield, Lefroy, George Town, Scottsdale, Derby, and St. Helens.

The Secretary of the Tasmanian Lawn Tennis Association is Mr. C. C. Allanby. Address: Collins-street, Hobart.

On the West Coast the game is indulged in under somewhat different conditions. Owing to the frequency of wet



Tennis Courts: Northern Tasmanian Cricket Ground.

weather, it has been found impossible to play with covered balls, consequently at Queenstown and Zeehan the tourist will find wooden courts and uncovered balls. There are four or five courts at Zeehan, whilst Queenstown has only two at present.

BASEBALL AND LACROSSE.

These games can hardly be said to have reached their prime in Tasmania. But though they are comparatively

young, they have enthusiastic followers. Games are played regularly, and duly reported. Those anxious to learn a little more concerning them should communicate with Mr. Fred. Hanson, Moonah, *re* baseball, and Mr. Frank Hanton, Liverpool-street, Hobart, secretary of the Lacrosse Association.

BOWLING.

It is an open question whether any green in the world occupies a more delightful position than that of the Hobart Bowling Club. The writer does not dogmatise on the subject, for though he has seen many greens, there are, of course, far more which he has never seen. But he ventures the assertion that scenery more attractive than that on which the Hobart ground looks down would so entrance the visiting player as to distract his attention from the game, and so unduly handicap him. The ground has the further advantage that it is centrally situated, within easy stroll of the leading clubs and hotels.

The Hobart Bowling Club has about 80 members; its ground has seven rinks, is well-kept, and has a good pavilion. Bowlers from other centres are always received with open arms, and any who meditate a visit can obtain whatever information they want from the secretary, Mr. R. Mapley.

The Buckingham is a young but vigorous club, with a well-appointed ground, of six rinks, situated on the tram-line at New Town. It, too, is pleasantly placed, though it does not command so exceptionally fine and extensive a view as the Hobart Club's ground.

A third ground has now been opened at Sandy Bay, within a few hundred yards of the swimming baths.

The Cricket Bowling Association has a green at the Upper Cricket Ground, with a membership of 40.

The Derwent Bowling Club has been playing two seasons at North Hobart, with a membership of about 80.

Launceston has three clubs, which, like the Hobart ones, extend a warm welcome to players from other towns. The



BOWLING GREEN : HOBART CLUB.

Launceston Bowling Club is the older of the two. Its ground, situated in Royal Park, is easily reached, is admirably laid out, and is pleasantly situated on the banks of the Tamar; Mr. C. E. Robertson is secretary.

The A.B.C. Club (secretary, Mr. R. H. Crawford) has a fine green in the cricket-ground.

Invermay Bowling Club is situated at York Park, Invermay-road (Mr. Geo. Cox, hon. sec.).

The A.B.C. Green and Invermay Green can be conveniently reached by tram.



Bowling Green: Northern Tasmanian Cricket Ground.

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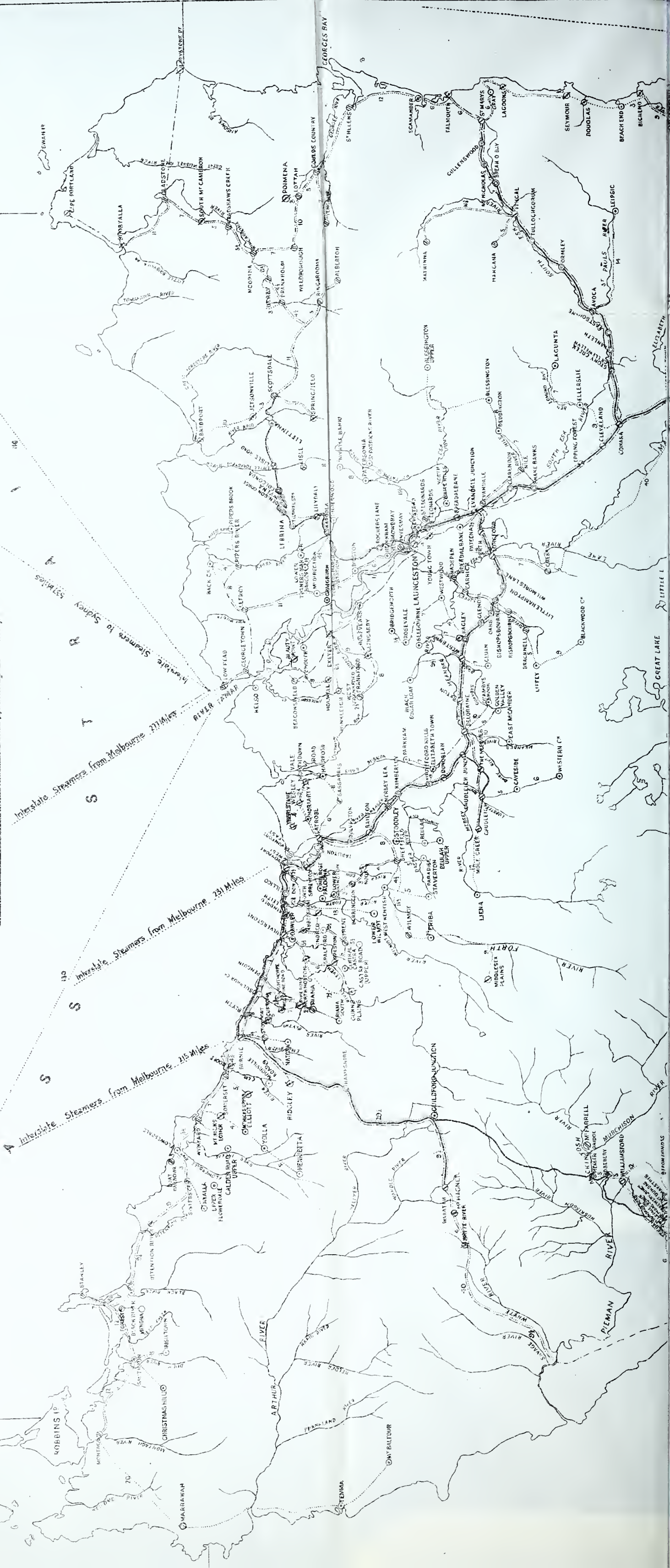
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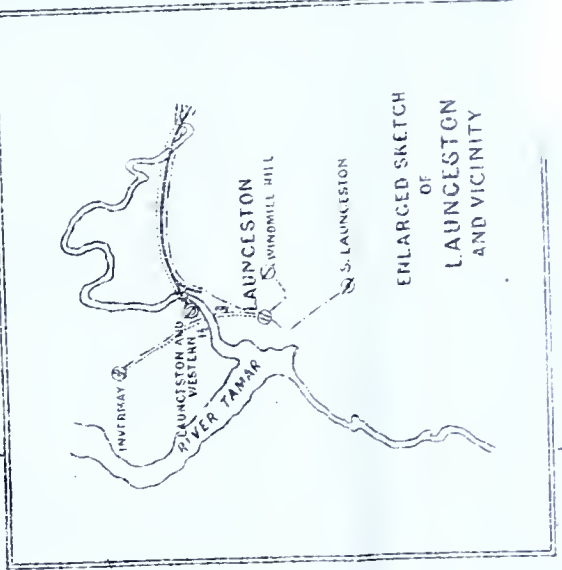
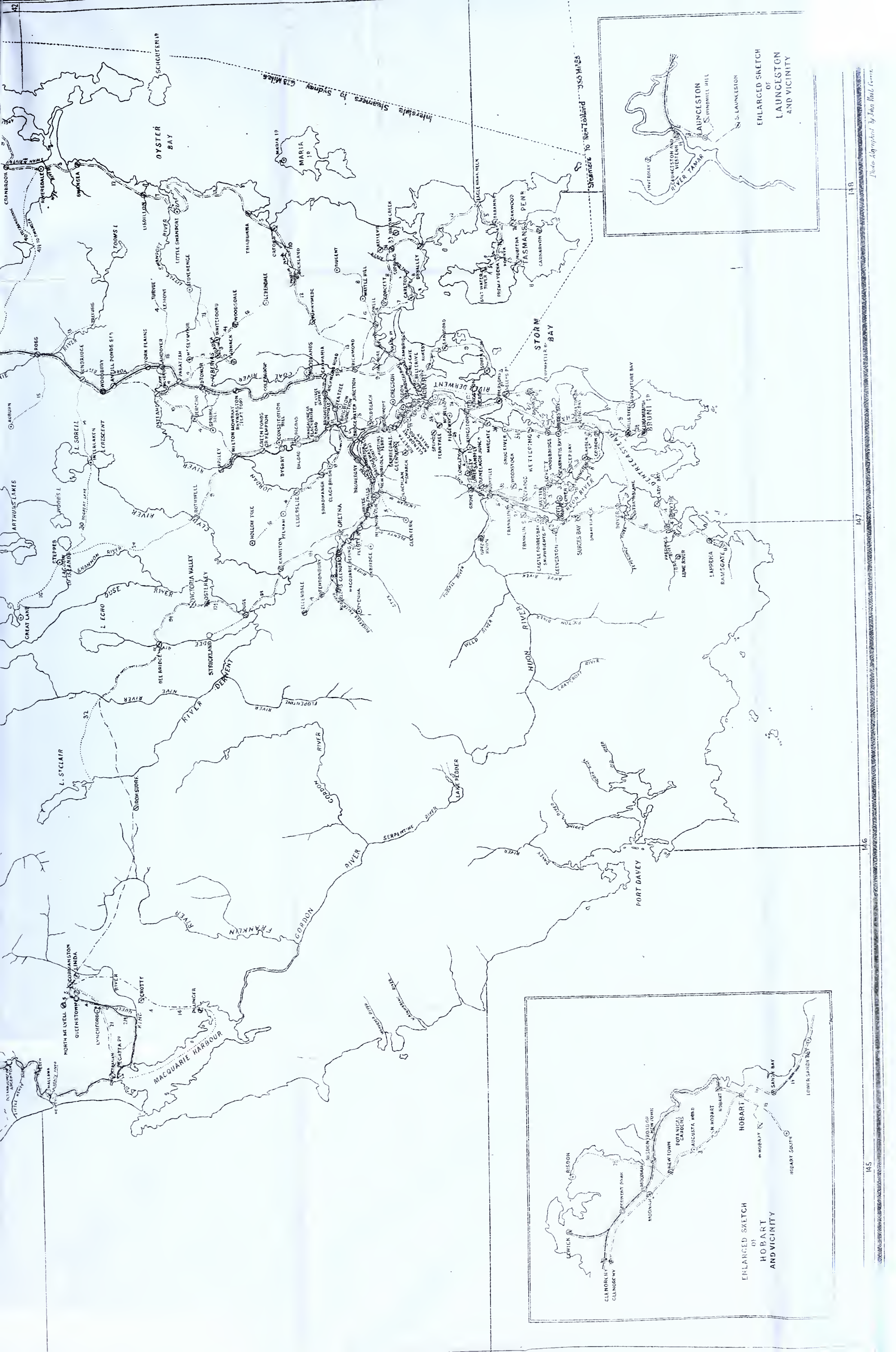


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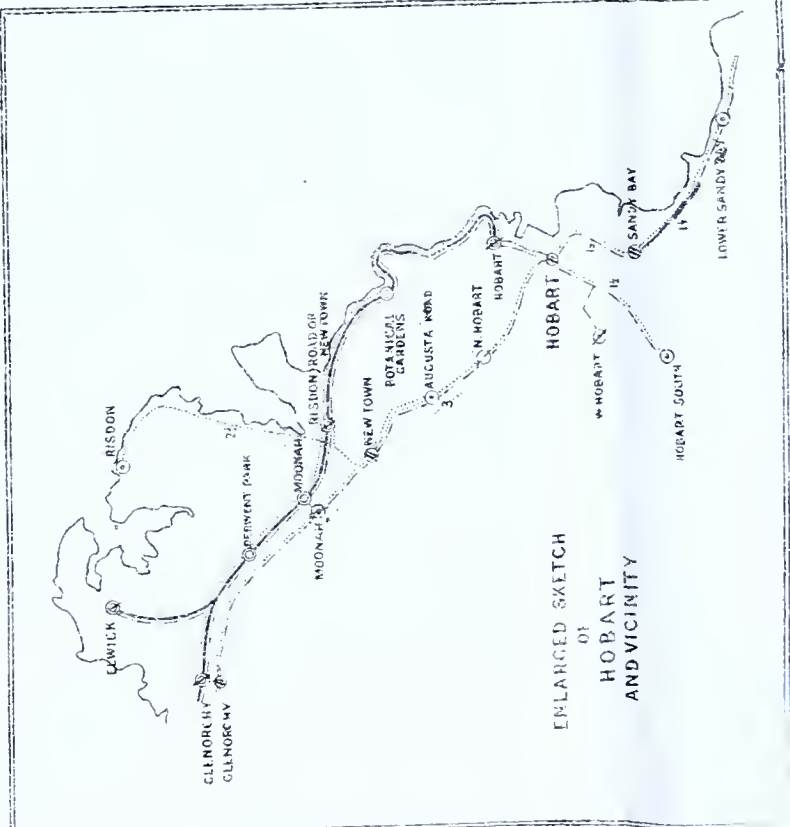
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